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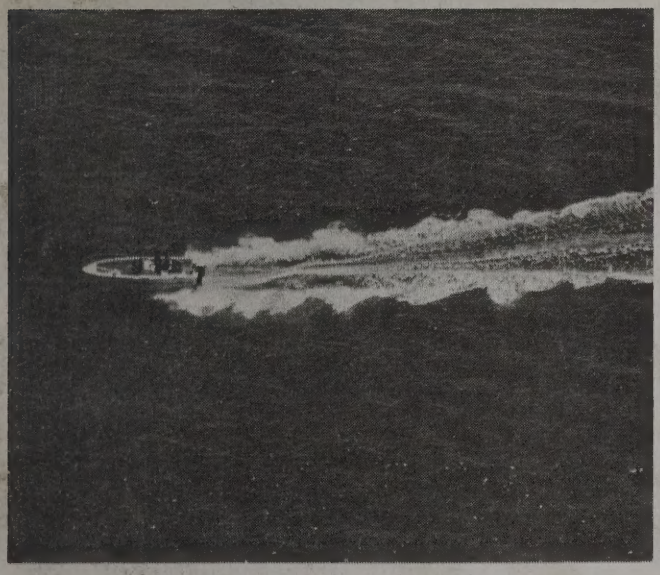
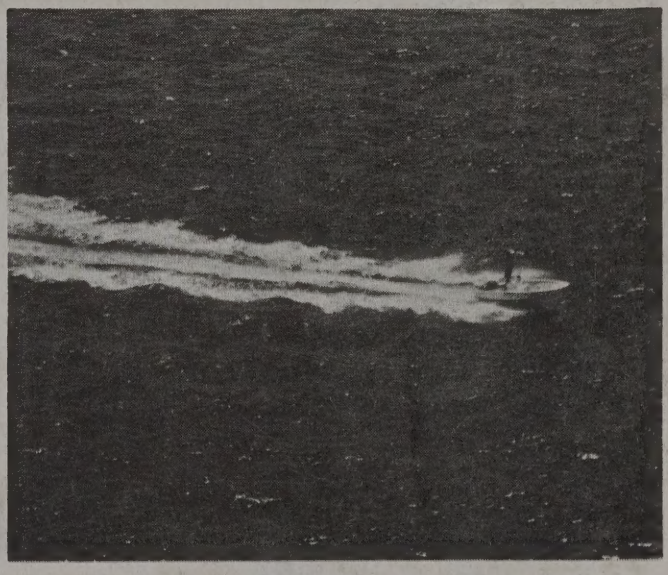
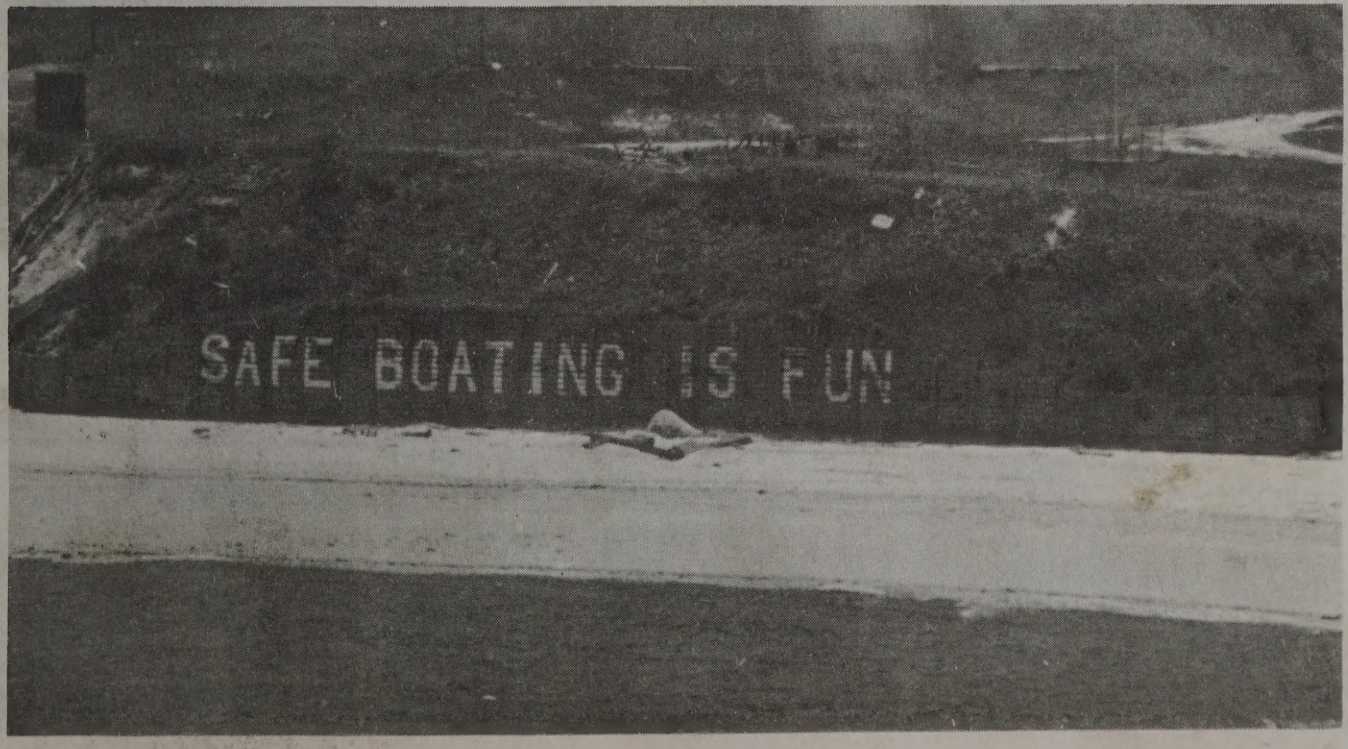
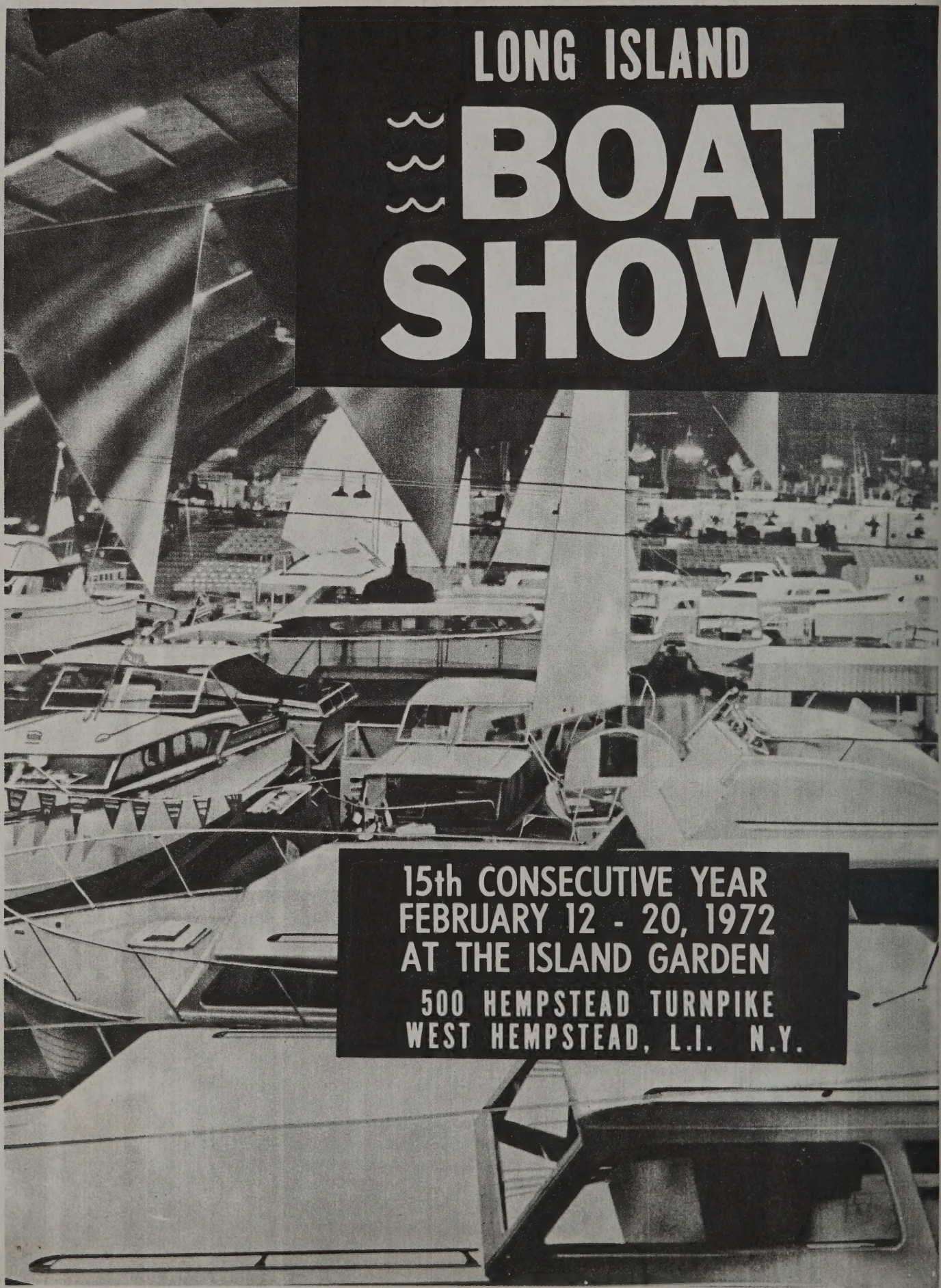
The Long Island FISHERMAN

FEBRUARY 10th, ISSUE NO. 6, 1972





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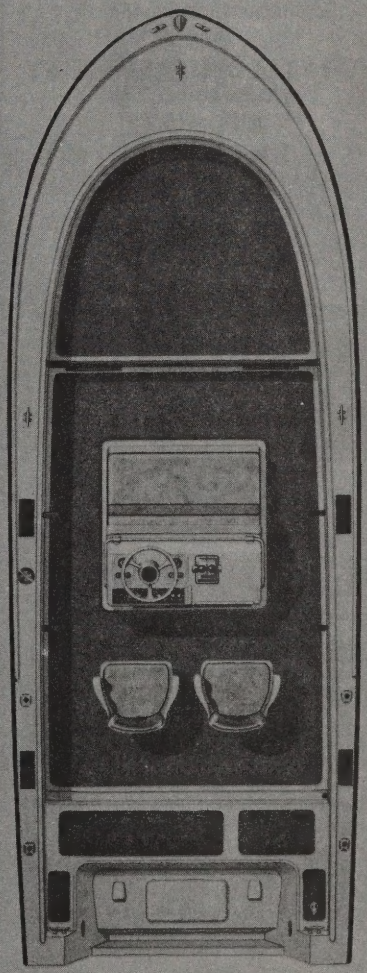

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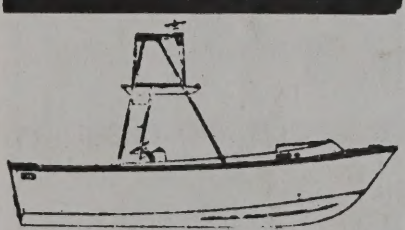

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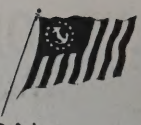


R.D.F., A.M., F.M., V.H.F., S.S.B., and so forth. What the heck - all I want to do is hop into my little ole' boat and go fishing. What do I need with all those new fangled instruments? I don't even understand what the initials mean, no less use the instruments.

It's easy to sympathize with those feelings, especially if you keep your boat in the local bathtub and venture no further than the soapdish. And you might even make your boat unsinkable by pulling the plug out of the bathtub drain.

But realistically, we boys play with men's toys - heavy two and three ton jobs pushed by hundreds of horsepower out into a sometimes howling and angry sea. Anyone who leaves the dock nowadays with one of these dreadnaughts and doesn't have even the basic tools of piloting aboard is either a fool, an imbecile, a coward bent on suicide or all three. We don't mean to be insulting, but we do want to prod you into equipping your boat with a few basic instruments so you don't find yourself chumming off the Irish coast.

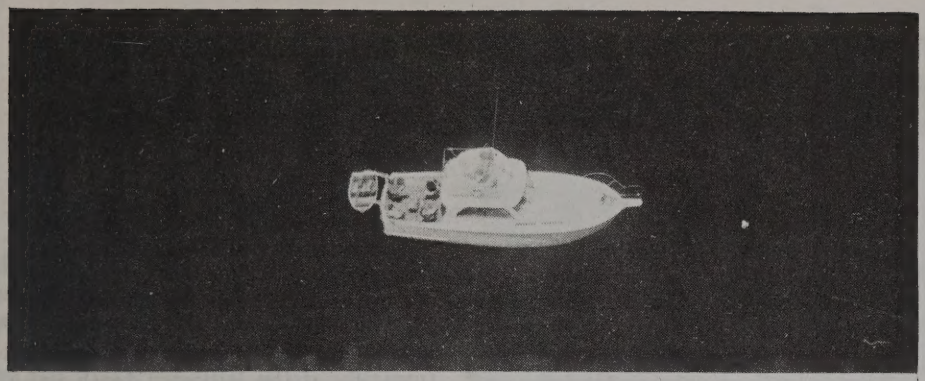
Start with the compass! Even a hand held pocket compass is better than guesswork. But if you can afford the gas for your water chariot, you can afford a fairly well made large compass. Being perhaps the most important thing aboard, the case of beer not considered, you should have a compass with an easily read card and with a free swinging pivot that doesn't hang up. Test it with a magnet and if it doesn't swing freely, tell the marine dealer to give it to his mother-in-law. Install the lubber line parallel to the keel and remember magnetic influences like windshields, wiring, instruments, radios and beer cans. Check your course as you leave the inlet, but don't merely add or subtract 180 degrees on your way back. Check the reverse course using visible landmarks, especially with an unadjusted compass. How about variation and deviation? Either take a Power Squadron course and/or continue reading subsequent issues of the L.I.F.!

Now if you want to make with the sextant and play celestial navigation, we do that also. But let's stick to basics for the time being. A chart for your area is a must! I know a guy who does the Freeport to New York and reverse bit almost every weekend without a chart. But he could teach the cartographers at Geodetic Survey a few stunts. For most of us, we need help outside the inlets. Get a chart and buy a good plotter and pair of dividers. Forget the parallel rulers - they're impressive for the friends at home but slow and slippery at sea. Also, they are worthless without a convenient compass rose on the chart.

A pelorus is very helpful for taking bearings of visible objects. You don't need much more than a carefully drawn cardboard circle with 0-360 degrees laid out neatly. If you had a good week on the job, buy one of those plastic circles with vertical sight vanes, or even a hand held magnetic bearing device. Essentially, the pelorus is a dumb compass because the smart compass knows enough to swing on a pivot. You set the pelorus by hand to the reading of your smart compass and then sight over the vanes at an object and read its magnetic bearing right from your very own little degree markings on the pelorus. Somewhat more sophisticated is the technique of setting the pelorus to zero and then sighting - this gives you a relative bearing which is added to the reading of the movable compass card. Please fellows - if the sum of the addition is more than 360, just subtract 360 to get your answer.

Radio direction finders (RDF) supply the electronic means for taking bearings. They are not complicated and provide an excellent method for finding that elusive inlet during pea soup conditions. Essentially, they use a loop antenna and compass card. When the antenna is parallel to the direction of travel of radio waves, the signal is maximum; when perpendicular, the signal is minimal (null). The compass card attached to the antenna shows you the direction of the transmitter when the signal is minimal. The null is used because the reading is sharper. Set the card on zero and add the relative bearing to the true heading of the ship. And behold - the true direction of the transmitter. But beware! The transmitter is not usually in the middle of an inlet but most often on a jetty or rock pile. Also, be sure to check the sequence and class of radio beacon on your chart or in H.O. Pub. No. 205. There's a lot of land between the Fire Island beacon and Execution Rocks!

Next on the agenda is depth. Again,



(Photo by Don Miller)

you don't absolutely need a computerized digitalized super duper gadget - just a piece of lead and a line adequately marked. It can be a life saver in severe fog and when out of sight of land. By taking a series of soundings as you move along, you can lay them out in a straight line on your chart and come pretty darn close to your line of position. Depth sounders, however, do save a lot of wear and tear on the skin. Basically the essential parts are a transmitter, receiver and indicator. The transmitter is a diaphragm that vibrates and produces echoes that travel down, hit the bottom and bounce back up to the same diaphragm now acting as a receiver. The echoes are finally amplified and fed into the indicator. Simple enough. But try to build one in your own shop!

Piloting is not piloting without consideration of speed and distance. A log that actually rotates and measures this for you would be neat but most of us have an R.P.M. gauge on the dash or can install one on the engine. Find a convenient measured nautical mile on your chart, run it both ways, i.e., with and against the current at a fixed R.P.M., and calculate your speed at that particular R.P.M. The Power Squadrons teach a formula called 60 D Street. That means 60 multiplied by the distance (one mile) equals the speed multiplied by the time. The formula looks like this: 60 x D equals S x T. To find your speed, merely divide the left hand side of the equation by Time. This one you can't do in the shop either - you have to be on the boat!

Let's sum up with a bit about radio. Most of the boats I pass that are fishing offshore do not have radio antennae up against the visible horizon. What's the catch? Is it more masculine to brave offshore perils without radio contact? I don't think so. It's probably more foolish than more masculine. Good sets have come down in price over the years, so you should seriously consider radio as part of the cost of the fishing boat you are contemplating. To clear up some of the confusing array of initials, here's the scoop: AM: amplitude modulation; FM: frequency modulation; DSB: double side band; SSB: single side band; VHF: very high frequency; MHZ: megahertz (Cycles).

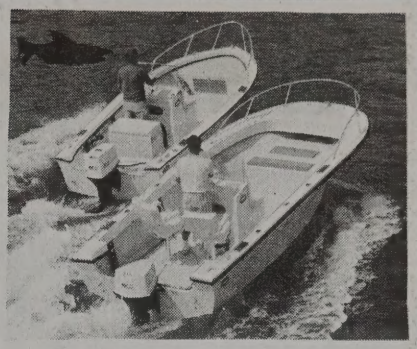
Amplitude modulation (AM) in the double side band variety (DSB) is prohibited for installation after January 1, 1972. Existing sets are good for another five years. The big switch is to very high frequency (VHF) sets that operate on the frequency modulation (FM) principle. The average ship to ship range on VHF is about 15 miles and ship to shore range is about 30 miles. Coast Guard stations maintain a watch on Channel 16 (1 56.8 MHz). For Marine Information, the U.S. Weather Bureau has continuous tapes on 162.55 or 162.40 MHz. If you are going to buy now, pick up a set with at least twelve usable channels.

In terms of use, if you are threatened with grave and imminent danger, transmit on either 2182 kilohertz or 156.8 megahertz the following: "Mayday, Mayday, Mayday; this is (your vessel's name and call number repeated three times)". If you merely need information, you will be switched to a working frequency allowing the distress frequency to remain open.

In case you're tongue tied in an emergency, tack up a list near the radio like the following to rattle off to the Coast Guard:

(1) Who you are
(2) Where you are
(3) What is wrong
(4) Kind of assistance required
(5) Number of persons aboard
(6) Present seaworthiness of vessel
(7) Description of vessel
(8) Your listening frequency

Put the equipment aboard that has been mentioned throughout this article and chances are that your radio will die a slow death of mildew and rust from lack of use. It's difficult to conjure up a cheaper insurance policy. ■



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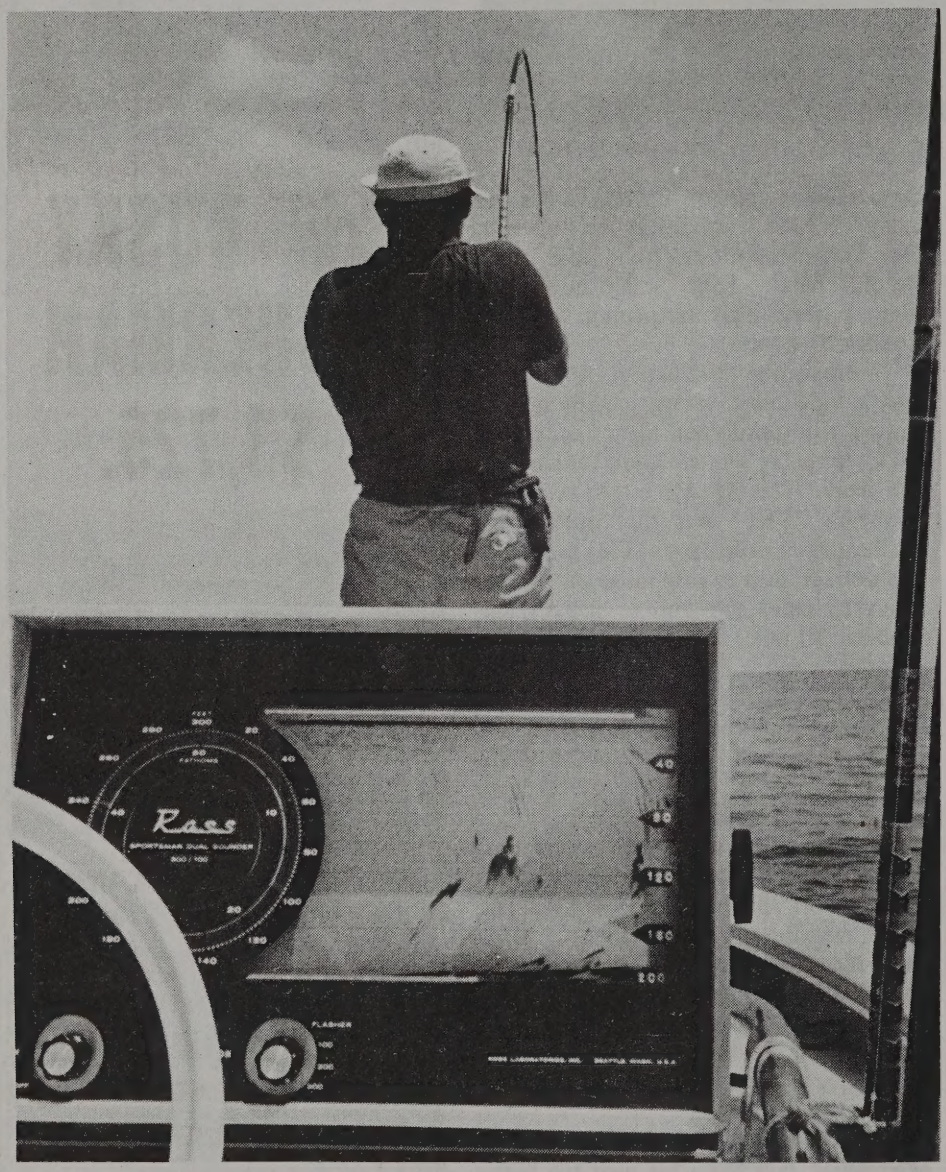
THE FISH MACHINE

by MARK SOSIN



Those black splotches on the recording depth sounder are solid concentrations of fish. Once over the fish, a bucktail dropped to the bottom produced immediate results.

If you're like most anglers in this part of the country who own and enjoy small boats in the seventeen to twenty-five foot range, you've probably been ignoring one of the most useful tools for increasing your fishing efficiency. Known affectionately by those who depend on it as a "fish machine", the item in question is a recording depth sounder.

The recording depth sounder is not new by any means and it has been in existence long before the more modern flasher models or those that are now using a digital read out to indicate the depth. The problem along the Northeast Coast is that most fishermen look upon the big recorders as equipment for the husky sportfisherman that plies the offshore waters. The thought that they might have a place on a small boat is foreign to even the more serious anglers.

For those who are new to the game, a depth sounder merely reads the depth of the water under the hull of the boat by sending out a pulse and then recording the returning echo. If something gets in the way of that pulse such as a reef, a wreck, or a school of fish, the machine will indicate the presence of the interruption.

There are two basic types of depth sounders. The simpler version provides a circular dial graduated by depth. A rotating needle or stylus lights up electronically at the indicated depth and all you have to do is read that depth on the scale. All machines have a gain control that enables the user to fine tune the instrument. A school of fish on the flasher type of recorder will register as a line somewhere between the top of the scale and the bottom reading.

If you are experienced in using the flasher models, you can tell the type of bottom and even recognize fish. But the major drawback is that you must be eyeballing the machine at the precise instant that the flashes occur. If you're not, you won't know anything happened.

That's why the top light tackle anglers in the country and particularly those who fish in South Florida have insisted on the recording type depth sounder. Instead of merely producing flashes to indicate depth, the recording variety traces the bottom pattern with a stylus across a scaled piece of graph paper. And it also indicates anything between the bottom and the surface. Most important, you have a permanent record of what it looks like below the hull and you can pinpoint concentrations of fish. It's just as if you were looking at a mural of the bottom.

The recording type of depth sounder is at least three times as expensive as the flasher models and requires permanent installation. A fairly sophisticated recorder sells for somewhere between $400 and $600, yet I know a number of anglers in other parts of the country who have $800 and $1000 machines on boats under twenty feet in length. These are not wealthy sportsmen who are retired and don't know what to do with their money. Instead, they come from all walks of life, but share the common denominator of taking their fishing seriously.

The surface of the water might look the same, but a recording depth sounder paints an underwater picture that is invaluable in finding fish or fish habitat. These anglers are probing the bottom in an area that showed plenty of fish activity on a depth sounder.

At this point, someone is certain to shake his head and correctly announce that South Florida is a long way from Long Island Sound, Cape Cod, or the Jersey Coast. The major species of fish are different and so are the fishing conditions. For those who agree, let me suggest that you are overlooking the most basic consideration. Any fisherman using a small boat in saltwater will find three primary conditions relating to water depth. At times, he'll be fishing the shallows where a depth sounder doesn't have as much value. Then he'll be in a transitional zone such as Long Island Sound, and there are times when he might sneak offshore. That's where the recorder can really be of value. With it, the angler can locate schools of fish that are not showing on the surface. And, he can also discover bottom configurations that he never knew existed.

Picture yourself chasing a school of bluefish in Long Island Sound that are tearing the surface of the water into white foam. Just as suddenly as the eruption began, it stops. The fish haven't vanished into thin air. They are somewhere below your boat. So, you hang around patiently hoping that there will be another flurry of surface activity and you can get in a few more casts. If you had a recording depth sounder, you could possibly see indications of the fish in the mid-zones or near the bottom. Then, all you have to do is move upwind or upcurrent and drop a jig down.

Party boat skippers have relied on recording depth sounders for a long time and there are many boats that carry two recorders on board. Next time you sail on a party packet, poke your nose in the wheel house and check out the highly sophisticated equipment. No party boat owner is about to throw money over the side or out the scuppers, yet he considers a sophisticated recording machine of paramount importance to his success.

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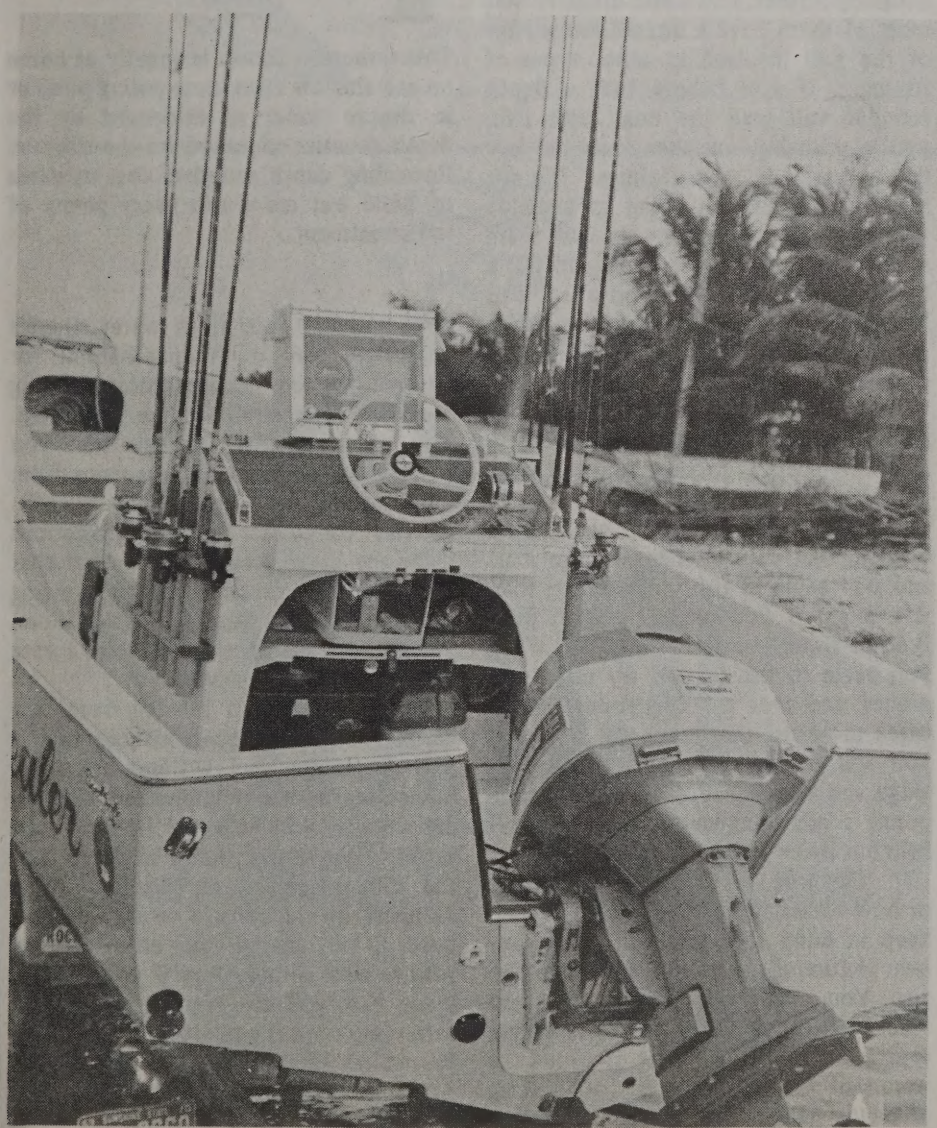


Small boat fishermen are discovering that a recording depth sounder is an invaluable tool that can make fishing even more exciting. Note how the sounder is mounted on the console and then encased to protect it from the elements. The transducer is permanently mounted in the hull.

MARK SOSIN
(The Fish Machine Cont.)

It's no different on a small boat. You enjoy the fantastic advantage of knowing exactly what is underneath your hull at all times. And, you can take some tips from the anglers who have been using them and keep the machine on when you're running to and from the fishing grounds. Over a period of time, it's amazing how many new spots have been located. The boat owner occasionally scans the scale on his machine and looks over the trace. If he sees something of interest, he merely turns around 180 degrees and investigates. As you become used to the machine, you can tell how far back something took place based on your speed and the rate with which the paper moves through the machine.

The problem of using a recording depth sounder on a small boat is one of placement and protection from the elements. Most small boats are open and salt spray can damage the delicate mechanisms inside. So, the more industrious owners of these machines have come up with a number of innovations. Most of these fellows are using center console boats, so the size of the machine they buy is limited by the space on top of the console. Then, they usually design a watertight box around the machine with a front panel made out of plexiglass. On a calm day, they might open the panel, but they can read the machine just as it sits.

One of the pioneers in the use of recording depth sounders on small boats is currently working out a design for his new skiff that will enable him to drop the machine under the console when not in use. And this fisherman uses one of the biggest machines available.

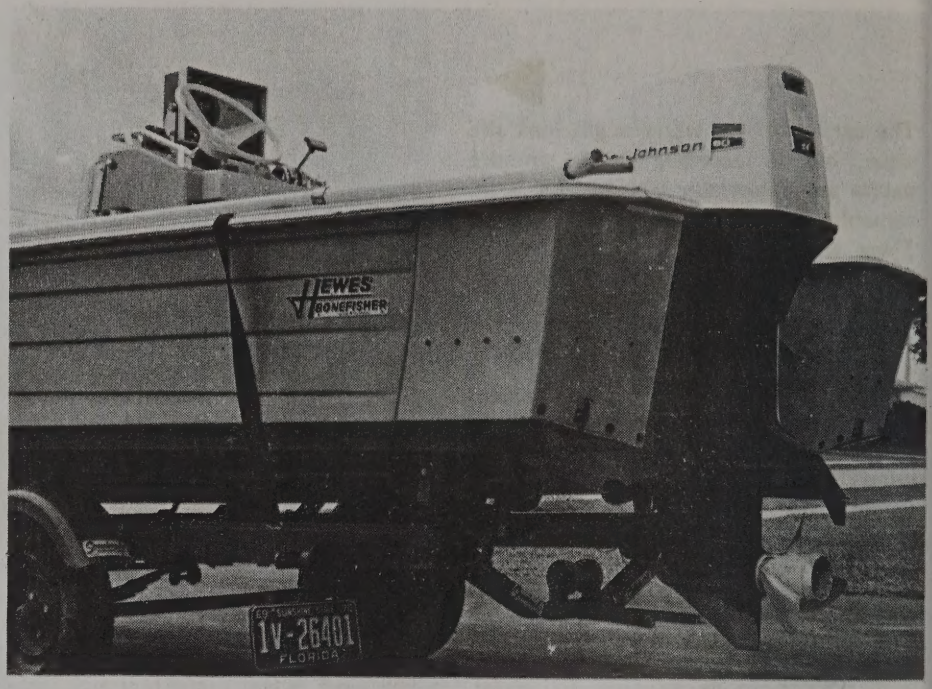
It is critical that you recognize that a recording depth sounder is not a panacea for all fishing ills and just because you have one on board doesn't mean that you will suddenly start to load the boat with fish. It is nothing more than a tool and a great deal depends on how well you learn to use that tool. If you do become adept at reading the machine and couple this information with experience in the habitat of your quarry, you could conceivably enjoy many more hours of exciting fishing than the boat without one.

There are a few fishermen who harbor the opinion that any type of electronic gear detracts from the sport and reduces the skill needed to catch fish. Throughout fishing you'll find all types of purists, but if you examine the situation further, you'll also discover that most of them have a limited knowledge of the skill involved in other types of fishing. If you believe that a depth sounder will load the boat with fish, you're probably mistaken, but the key lies within your own feelings. It's not how many fish you bring to boatside that counts, but what you do with them at that point. It's just as easy to put a tag in the fish and turn it loose as it is to haul it aboard and then worry about who might be willing to take it off your hands or where you can sell it.

In the final analysis, you can't really begin to appreciate the value of a recording depth sounder until you've given it a fair try. And when you know that there are fish below the boat, you'll discover that your own enthusiasm soars and you begin to fish much harder than you might if you weren't certain what type of water you were covering. When you begin to fish harder, try new techniques, and start thinking about how to catch those fish that you know are there, you will be adding to your own knowledge and experience. From that standpoint, a recording depth sounder can't help but make you a better fisherman.

If you're still in doubt about where or how to use a recording depth sounder, keep in mind that you can paint your own picture of the bottom anywhere you go. You might want to use it in the Hudson River in the spring to find concentrations of striped bass or probe the waters of Montauk or check out the rip at Sandy Hook. For those who occasionally sneak into fresh water, there's no better way of finding habitat for largemouths or concentrations of big bass. The possibilities are unlimited. You might discover sloughs that you never knew existed or lumps rising from the floor of a bay, sound, or the Atlantic. Baitfish congregate around projections from the bottom and you can bet that sooner or later gamefish will be prowling the area. If you take your boat offshore, you can use the depth sounder to locate wrecks or shallow shelves.

To those who rely on recording depth sounders, a boat without one is like a spinning reel without a handle. Something of major importance is missing. So, as you walk the floors of the various boat shows, take a closer look at the fish machines on display. One mounted on the console or dash of your boat could change the entire fishing picture next spring. And if your friends insist that you are pouring your hard-earned cash out the scuppers, don't forget to remind them that there was a time when everyone thought the world was flat. ■



This seventeen footer is equally at home on the shallow flats (note poling pole) or in deeper water as evidenced by the depth sounder mounted on the console. Recording depth sounders cost upwards of $400 but are worth every penny of the investment.

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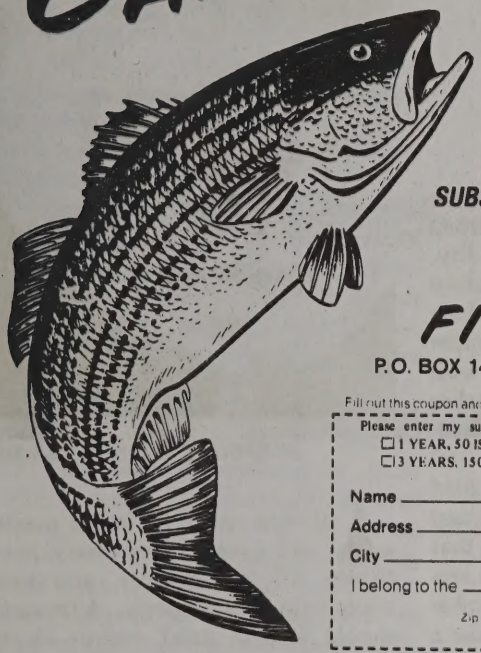

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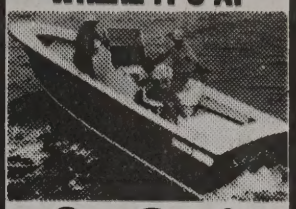

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THEY LAUNCH IN THE SURF

by Vlad Evanoff

Small boats have been launched in the surf from beaches for centuries, mostly by commercial fishermen or life-saving squads in spots where inlets or ports were not available or to get to a wrecked ship in a hurry. When shore whaling was popular on Long Island, they often launched boats from beaches after a whale was spotted. Even today, in some countries, they still launch small fishing boats from beaches to catch fish for the market.

Sport fishermen have also been doing this on a small scale from some beaches for many years. In New Jersey, for example, they used to launch skiffs and dories from the beach and run offshore to fish for bluefish and tuna. A few anglers did the same thing for striped bass. This was in the beginning of this century. I also remember a trip to North Carolina back in 1941 when we launched a wooden boat from the beach to fish for channel bass.

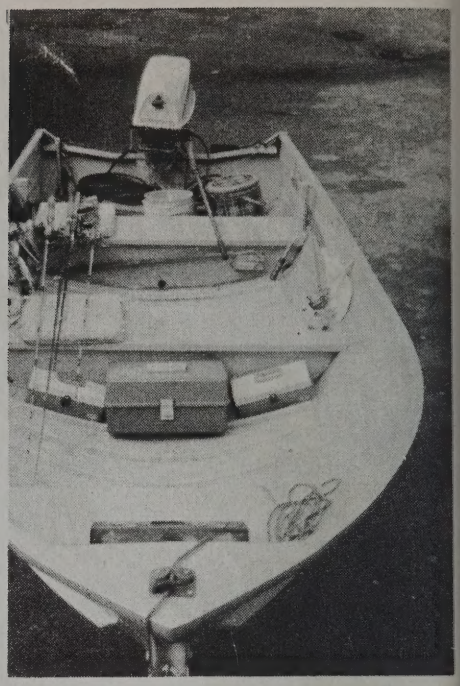
These early boats were big and heavy and it usually took anywhere from 4 to 6 men to drag them down to the water and then later haul them out. Such boats were usually kept on the beach above high water mark during the fishing season and when not in use.

Then, during the 1950's, Cape Cod, Massachusetts anglers, who were surf fishermen, discovered they could catch many more striped bass and bigger ones by launching a small boat from the beach and fishing at dusk, during the night and at daybreak for the cow bass. Arnold Laine, was one of the first anglers to do this, and he often went out alone, fished all night, and came back with a boatload of big stripers soon after daybreak. He was really a commercial rod-and-reel angler who sold most of his catch. But when other surf anglers saw his catches, they got hold of small boats and started doing the same thing. They also found out that they could catch big bass even during the daytime with live bait such as mackerel.

It wasn't long before they discovered that the best boat for such beach launching should be light, but strong and with plenty of beam for stability. And have enough freeboard for safety with a load or in a sloppy sea or breaking surf. They soon settled for aluminum boats in the 12 to 14 foot lengths, with beams anywhere from 55 to 60 inches and a freeboard of 20 to 24 inches. Such boats weighed from about 100 to 160 pounds. In the beginning they tried small and light motors such as the 5 and 7½ h.p. models. But they found that bigger and more powerful outboard motors were better and safer. So today most of the "tin-can" boat anglers use a motor from 10 to 20 h.p. A few go even heavier, but this presents a problem of weight and transportation. The speed and power is mostly needed when beaching a boat or if you plan to fish distant fishing grounds or run offshore to catch some bait and bring it back alive to the fishing spot. And a reserve of power comes in handy when you are trying to speed through dangerous waters before the waves break or run back to the beach when the wind comes up or when trying to beat out an approaching squall or thunderstorm.

The tin-can boats give the landbound angler a lot of advantages and mobility. He can haul it down to the beach and if he sees fish breaking or other boats out there catching fish, he can quickly launch his portable boat and join them. Provided, of course, that the surf is light and the weather is fine.

A tin-can boat can also be launched from beaches where there are no nearby inlets, ports or launching ramps. With it you can explore the offshore sand bars, calmer rips and inlets, bays, rivers, and fish spots where bigger boats can't venture. And you are not restricted to fishing any one spot. You can haul the boat on top of your car or beach buggy or on a trailer up and down the coast. In other words, you don't have to depend on launching ramps, docks or marinas like the bigger boats do.



SURFBOAT (Photo by Don Miller)

If you want to insure maximum safety and have the necessary gear for fishing off the beaches, you have to equip your boat properly. A tin-can boat should have a good anchor on board with at least 75 or 100 feet of rope. Seat cushions or life preservers or floatation jackets for each person on board are a must. Some sort of waterproof parka and pants will provide comfort and warmth when it turns cold or when fishing at night or when caught in a rain or flying spray. Short boots just above the ankle or up to your knee, which can be removed quickly and easily, are also great for keeping your feet dry.

A sealed-beam flashlight or even better, the headlights which can be worn around the neck like the surf anglers use, are needed if you fish at night or get caught out on the water after dark. Or even if you leave before daybreak to get to the fishing spot when the sun rises. A light with a powerful beam is best because with it you can spot buoys, landmarks, dangerous waters, or warn other boats which are approaching. And, of course, lights are needed in the boat itself at night for changing lures, hooking baits, gaffing fish, removing hooks, or making repairs. If you do a lot of night fishing, you should install some kind of portable running lights on the boat.

It's also a good idea to carry maps and charts if you are fishing unfamiliar waters or are trying to locate the best fishing spots. A pocket type compass should be on board in case you get caught in a fog or do a lot of fishing on dark nights.

Many of the small boats are also equipped with live bait tanks or at least have plastic garbage cans of the smaller size for keeping bait alive. Duffel compartments and rod racks or holders are also found on many of these boats. Extension handles can also be added on the outboard motor so that you stand up and run the boat to locate fishing spots or when looking for fish. You can read the depth of the water much better when standing up than when sitting down. You can also see bait and fish better underwater, especially if you wear Polaroid glasses.

The fishing tackle used from tin-can boats will depend on the kind of fishing you plan to do. If you are mainly interested in small fish such as school stripers, bluefish, mackerel or weakfish, you can use a light, one-handed spinning rod, spinning reel and 8 or 10 lb. test mono line. Such an outfit can cast the smaller lures and can also be used to catch bait such as mackerel or small bottom species. A heavier two-handed spinning outfit about 8½ or 9 feet long is good for bigger fish and for casting heavier lures. If you plan to go after the real big stripers get a spinning rod on the heavy side, but not much longer. Or get a conventional type surf rod of the squidding type with a short butt to use with a revolving spool surf reel and 30 or 36 pound test line.

The tin-can boats are usually carried on the roof of the car or a beach buggy on various types of roller and lift racks. The larger, heavier boats with big motors are carried on trailers. But instead of using the boat trailer with small wheels, you'll have to rig a trailer for beach work with the larger 800 size 14-inch or 15-inch automobile tires and deflate them to a few pounds of air pressure. This usually means you have to have such special wheels built for the trailer.

Launching from a sand beach in a tin-can boat and returning safely comes with experience. It is a two-man operation because you usually have to drag or slide the loaded boat to the water's edge. There are rollers available to make the job easier. Then as one man gets in the boat and handles the oars, the other man helps shove off and jumps into the boat at the stern. As soon as you get a chance you start the motor and take off.

Returning to the beach after fishing is even trickier and requires perfect timing and boat handling. You can row ashore if you choose a lull in the waves to beach your boat. But most experienced tin-can operators prefer to ride the back of a wave right up on the beach. The secret here is to maintain about the same speed as the wave all the way in. Nautrally you need a sloping sand beach and for obvious reasons you don't use this method on a stone or rocky shore.

If tin-can boat launching in the surf sounds dangerous or risky - - it can be that if the boat handler or angler gets careless or doesn't have the necessary skill and know-how. But veteran anglers have been launching these boats for many years from the beaches with almost a perfect safety record.

If you know your waters and tides, waves, offshore bars and shoreline, you can fish from such boats with safety. Provided, of course, you don't launch in a rough surf or get caught in a storm or by a big wave. Stay away from such dangerous spots as inlets with many sand bars with waves breaking over them, offshore bars where high waves crest and break, turbulent rips, breakers along the beach and similar spots. Don't run too far offshore out of sight of land to get bait or catch fish. And if the weather turns bad or the wind picks up, head back to the beach. Even if the fish are biting like crazy. That extra fish or two isn't worth the risk.

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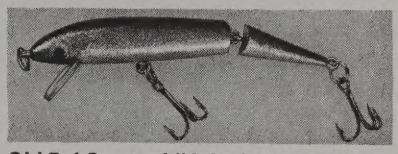

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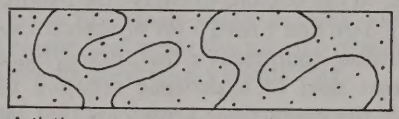
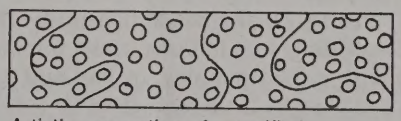


Artist's conception of magnified Hydron® coating, when dry. Scent formula is sealed in.



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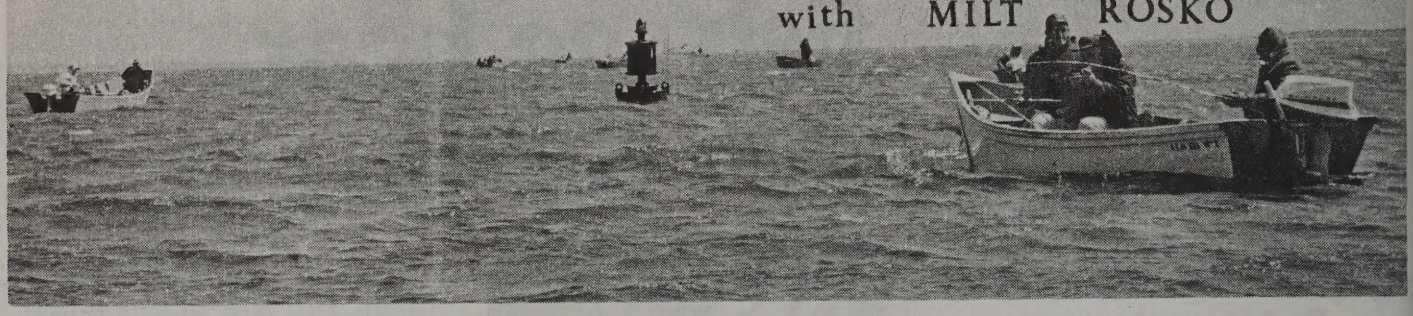
FISH THE BOTTOM

with MILT ROSKO



Without question some of the most enjoyable fishing available in Long Island waters is bottom fishing. When you sail onto the broad expanse of the Sound, or the open ocean, as well as the many bays and rivers that mark the long finger of land heading eastward, you need only drift or anchor, and simply send a baited hook to the bottom to enjoy fine fishing.

You don't need a lot of sophisticated fishing equipment either, nor is there a great deal of experience required to catch the many finned residents that set up housekeeping in local waters throughout the year.

For by far the greatest majority of bottom fishing I do in Long Island waters I employ a light popping, or bay outfit. The rod is really little more than an overgrown fresh water baitcasting rod, having a slightly longer butt that makes for ease of handling. In the rod I mount a small level wind salt water casting reel loaded with 15 pound test monofilament line, and I'm all set for any of over a dozen species of bottom fish found in Long Island waters during the season.

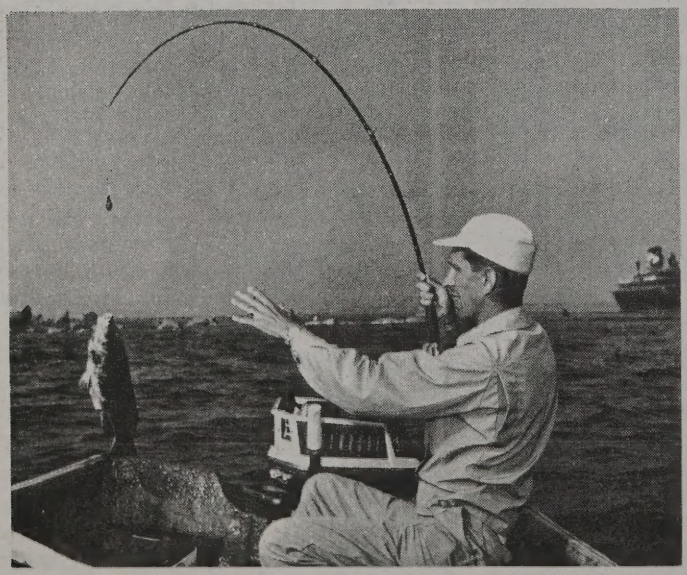
With the mild winter we've enjoyed thus far, I would think that we'll be enjoying a very early run of winter flounders. Indeed, as I sit writing this column I've heard reports of brave souls shivering in rowboats during February and already catching the tasty little flatties from local bays! While I am enthusiastic, I usually wait until March, for by then the weather is more to my liking, and the fish are more cooperative.

The beauty part about flounder fishing is that all you will need are a couple of basic bottom rigs, either flounder spreaders with a pair of No. 8 or 9 Chestertown hooks, or a multi-hook rig with two or three of the same size hook. Several one or two ounce sinkers to take the rig to the bottom, plus a dozen bloodworms or sandworms, and you're in business.

You'll find winter flounders in every single bay on Long Island, and sometimes it will seem like they virtually pave the bottom. Early in the season you may find them along channel edges in deep water, but as the shallows warm the flatties will often cooperate in water just three or four feet deep.

Keep in mind that the winter flounders average just ¾ to one pound in weight. They have small, rubbery mouths, which necessitates a small bait. Let the flounder have ample time to inhale the bait, and when you feel he has it, just lift back slowly with your rod tip and begin reeling. You'll hook far more flounders using this technique than when you rear back as though you're trying to hook a marlin.

For best results use a bow and stern anchor to keep your boat from swinging in the current, and use a chum pot filled with ground mossbunkers, clams or mussels to attract the flatties around your boat. With this combination you simply can't miss from March through May. During some seasons there's a



Blackfish are fast, make no mistake about it. You've got to be constantly alert, and lift back smartly to set the hook the moment you feel a strike.

Youngsters love to fish for winter flounders, as there's lots of action. Bob Rosko landed this one in Moriches Bay, while friend Jack Kolpen tries for another.

population of the flatties around during the summer too.

With the approach of May, you'll find two species arriving and often taking the baits intended for winter flounders. The puffer, popularly called blowfish, arrive in South Shore bays in great numbers, while along the rocky bottom of the North Shore great numbers of tautog, popularly called blackfish, arrive to vie for baits. Both are extremely popular with bottom fishermen and tasty table fare.

The puffer is caught using much the same rigs, techniques and baits as you would employ for winter flounders, and during the height of the run you can sometimes haul them in until arm weary. Handle them with care, however, as they have several very sharp teeth, and their hide is as coarse as sandpaper. When cleaning them always make certain to wear gloves, for if you don't you'll wear the palm of your hand to a frazzle.

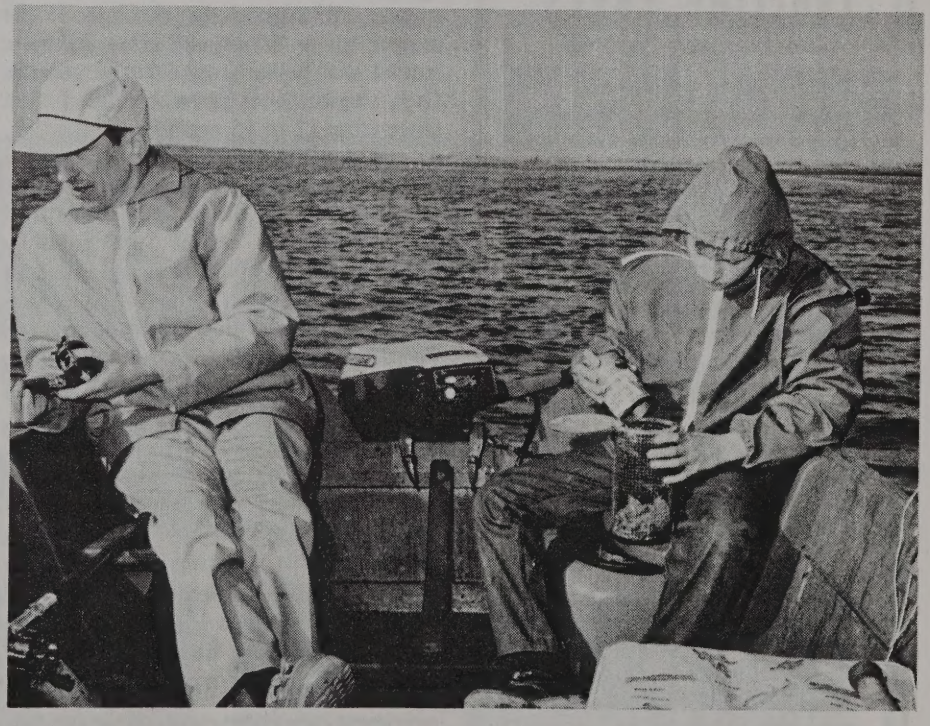
The blackfish is something else again. Unlike the puffer and flounder, which are rather easy to hook, it takes considerably more skill to present a bait to a blackfish and hook it. It has often been said blackfish are so quick in taking a bait that you have to strike before they strike! While this is an exaggeration, the blackfish does take a bait fast, and you've got to react instantly to set the hook.

Most anglers anchor up over rocky bottom, or wherever there are old pilings or sunken debris in the water. Wrecks are also favorite spots. The blackfish stick close to bottom of their liking, and seldom will they move over flat, sandy bottom. Indeed, if your bait is just a couple of feet from their lair, they'll ignore it.

High-low rigs are favored by most blackfishermen. This is simple a rig with two swiveling arms, which presents one low hook down on the bottom, and a second, or high hook, 18 to 24 inches off bottom. Claw or Beak style, or sheepshead style hooks are used by most blackfishermen, for a hook with a sharp point that will penetrate fast is required for this fast-as-lightning bottom feeder.

Blacks feed extensively on crustaceans, especially crabs, and when you can obtain them there is no finer bait than either fiddler or green crabs. Many anglers use small pieces of calico crab or blue crab with good results too. Sand bugs are still another good bait, as are several small grass shrimp threaded onto the hook. Clams, bloodworms and sandworms will account for blackfish too, but these baits are rather soft and a black will clean them from your hook in a flash.

Summer flounders are more difficult to catch than their winter cousins, but are bigger in size. Here June Rosko unhooks a beauty that made the mistake of striking a strip of fluke belly bait trolled slowly across the bottom of a coastal bay.



A chum pot proves useful in attracting winter flounders. While the author fishes, Bob Rosko fills the chum pot with a can of Puss n Boots fish base cat food, which does a fine job of attracting flatties.

If you're fishing over extremely rough bottom, it sometimes pays to use a single hook while blackfishing, as it's less apt to get fouled than when you're using the two hook high-low rig.

As the waters warm sea bass and porgies make their presence known, and much the same rig as you employ for blacks may be used for these bottom feeders. It's wise to carry a selection of hook sizes with you, for when you encounter small sand porgies it will be necessary to employ No. 4 or 5 size hooks in either Claw or Beak style, while with larger porgies and big sea bass a No. 1 or 2 hook is favored.

(CONTINUED NEXT PAGE)

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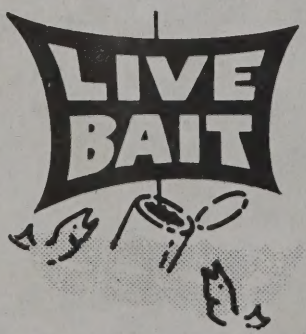

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MILT ROSKO
(Fish The Bottom Cont.)

Porgies and sea bass like to make their home around mussel beds, and often you can drift along until you find a concentration of fish, at which time it's wise to anchor up. To stimulate the interest of the bottom feeders, many anglers crush several big skimmer clams or mussels and drop them overboard around their anchored boat. This gets the sea bass and porgies in a feeding mood, and often you can get them flying aboard two at a time.

Clams, seaworms, squid and mussels may all be used as bottom bait. Many anglers soak their clams in a heavy salt brine overnight, which toughens them and makes them a more durable hook bait. You can do the same thing with mussels.

A favorite of bottom fishermen throughout the summer is the summer flounder, often called fluke by many Long Islanders. The summer flatty is much bigger than its winter cousin, averaging 1 to 3 pounds in most Long Island waters, although daily, throughout the season, many "doormat" sized fluke are landed that weigh from 5 to 10 pounds. Each season sees several landed that range from 12 to 15 pounds!

I use a very basic rig when after the tasty summer flatties. I tie a small three-way swivel directly to the end of my line. Next comes approximately three feet of 30 pound test nylon leader material, onto which I slip a small Colorado, June bug or willow leaf type spinner. To the end of the leader I tie a long shanked Carlisle style hook, with a small bait holder hook attached to its shank. The bait holder is used to hold the forward part of a long strip of squid or fluke strip that I may use as bait, or it serves equally well to hold the head of a sand launce or spearing bait, with the primary hook extended through the middle of either the strip or baitfish. By having the primary hook well back into the bait, a fluke is more apt to get the hook into its mouth than if you're using but a single hook, with most of the bait trailing.

If I'm using live minnows or killies as bait, I use a Claw or Beak style hook with a shorter shank, and I hook the live baitfish through the lips, or eye sockets. In this way they stay alive for a long while, and swim actively as they are trolled or drifted along the bottom.

In completing this rig, I tie a dropper loop about eight inches in length from the remaining eye of the swivel, onto which I slip a bank style sinker sufficeintly heavy to hold bottom. Sometimes a two or three ounce sinker is sufficient, but there are occasions when I'm fishing in deep water or where the current is strong that I often must employ eight ounces or more weight.

This rig may be drifted across sandy bottom frequented by summer flatties, both in protected bays and rivers, or the open ocean.

I have found, however, that I catch far more flounders, and especially the heavyweights, by trolling the rig slowly across the bottom. By trolling I'm able to cover a much greater area than while drifting, and when the bait is moving faster on a troll I find I catch a lot more fluke. This is simply because they spot the tempting bait moving along the bottom and they just have to move fast in order to catch it.

This summer, if you've a small outboard boat or a stern-drive rig, you certainly should investigate trolling for fluke in any of the waters of the Island. You'll be surprised how effective a method it is, and you'll be doubly surprised at the size of some of the doormat fluke that you'll land.

Bottom fishing for any of the species I've mentioned here is great fun. With the exception of fluke, most are rather easy to catch, and they'll provide you and your family with many hours of relaxation during the summer. As a bonus you'll find they're all great on the dinner table, adding up to a combination for summertime fun that's difficult to beat. ■

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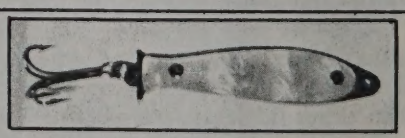

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The most important accessory that you can install on any motor driven boat is a tachometer. This instrument measures the revolutions of the engine shaft in turns per minute. The abbreviated terms is R.P.M.'s (revolutions per minute). Each engine develops it's maximum horse power at specific R.P.M.'s.

Tachometers serve in several ways. First and foremost, they indicate proper propeller size that should be used with the engine. If the speed of an engine cannot attain the maximum R.P.M.'s necessary to develop the rated horse power, then the propeller being used is too large and maximum efficiency is lost, not to mention the undue strain put on the engine. If the R.P.M.'s exceed the rated maximum, then the prop is too small, and the power is being wasted, also harming the engine. Tachometers offer you the opportunity to select the proper diameter and pitch of a prop that will match your engine's horse power rating to the weight and design of your boat. Don't ever kid yourself with guesswork, all boats are not alike. Tachs can hit this vital selection of props right on the money.

No engine operates efficiently at full throttle. That is to say, fuel consumption will be at its greatest at maximum R.P.M.'s. The tachometer allows you to learn exactly at what speed your engine will suck less fuel and still push the boat at a reasonable speed. Over a given time, a mere fraction can make a lot of difference. Twin engined boats need a tach off of each engine in order to keep both engine's R.P.M.'s synchronized. Tachs also serve as speedometers. Once you have run a given mile at a specific R.P.M. and timed it, it is possible to determine the speed of the boat at that R.P.M.

When trouble develops in an engine, the tachs will indicate it immediately. Even if the trouble is as slight as seaweed on the prop.

Idle speeds may be critical to the fisherman, but they are just as critical to the engine. Engines allowed to idle beneath the engine manufacturer's specs can do harm. Tachs let you know.

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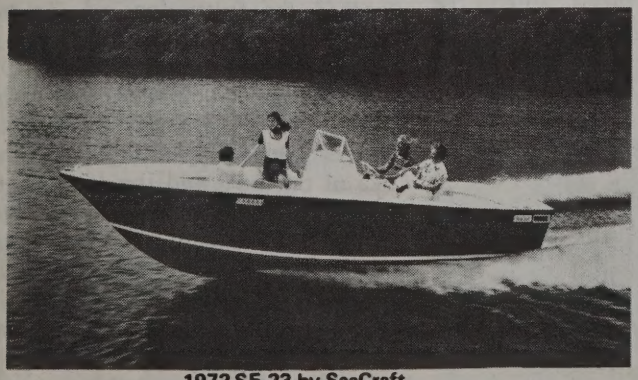

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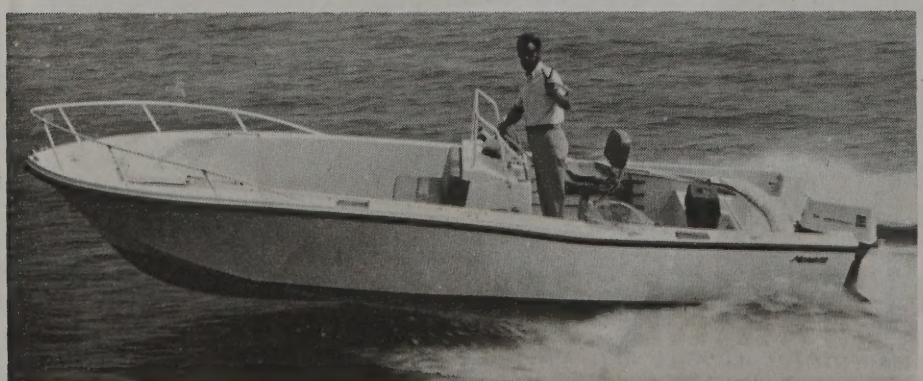
Only fish clutter the aisle of this 22 footer.

Typical of the new breed, Mako's 22 footer combines speed, manueverability, wide-open fishing space, and heavy-water ruggedness. Photo by Don Miller.



Before noon, somewhere southeast of Block Island, a white marlin came up to splash at the tuna jigs darting through our churning wake. In a rush of activity we bent a plastic eel to nine feet of straight wire and sent it out on an extra rod. Crash! The white was on and taking line in a long, reel-smoking run. Then he was off. It happened twice again, putting the Z on a pleasant morning's tuna trolling. We decided to run back to Montauk from where we had originally come the day before.

Instead of heading into the harbor we ran south of the point and approached the brown cliffs of the fabled south shore. Outriggers were lowered and trolling rods were exchanged for casting sticks. Within minutes we were throttled down to a low rumble. Closing in on black-green boulders shouldering their way above blue rollers, we saw bait scatter along the beach. When a rock broke the smooth curve of an incoming wave, white foam ran from its massive sides like streams from a mountain. Our plugs sailed through the clear air to fall inside the jumbled turbulence of the surf. Bass hit instantly.

The fish were small, but they soothed the frustrations of the earlier loss of big billfish. Later, on our way back toward the point, we met Al Urban and told him of our adventure with the whites. "Marlin?", questioned the veteran skipper, obviously considering both the size of our boat and the direction from which we were coming. Too tired to go into detail, we simply said, "That's right!" Too polite to argue with a friend, Al nodded pleasantly and headed his thirty foot Olsen down toward his favored haunts off south shore points.

Pollock Rip was making up on the first of incoming as we cruised by the lighthouse. Gulls drifted on the making tide while scattered terns explored the rip-edge with piercing black eyes.

Exhaustion gave way to anticipation as we evaluated the situation. It was too good to pass up. We streamed 250 feet of wire and worked heavy-bodied bucktail jigs along the smooth edge of the breaking rip. Nothing hit during the first pass so we dropped in closer to the turbulence. A heavy blue trounced on the starboard lure. I held the boat steady in the current while the fish was being brought in. Then my own rod was yanked downward. The two fish fought hard in the rip. When they came aboard we had drifted over the lip of Pollock Rip and were well down into a troubled sea.

Our nineteen footer turned to face the current. We pushed on the throttle and lifted the bow to climb the backs of the short, powerful waves of the rip. Before we reached the lip, we sent our lures back into the searing tide. By the time we cleared the break and throttled down in the slick water uptide our lures were riding above one of the large lumps of rock which attract fish to this area.

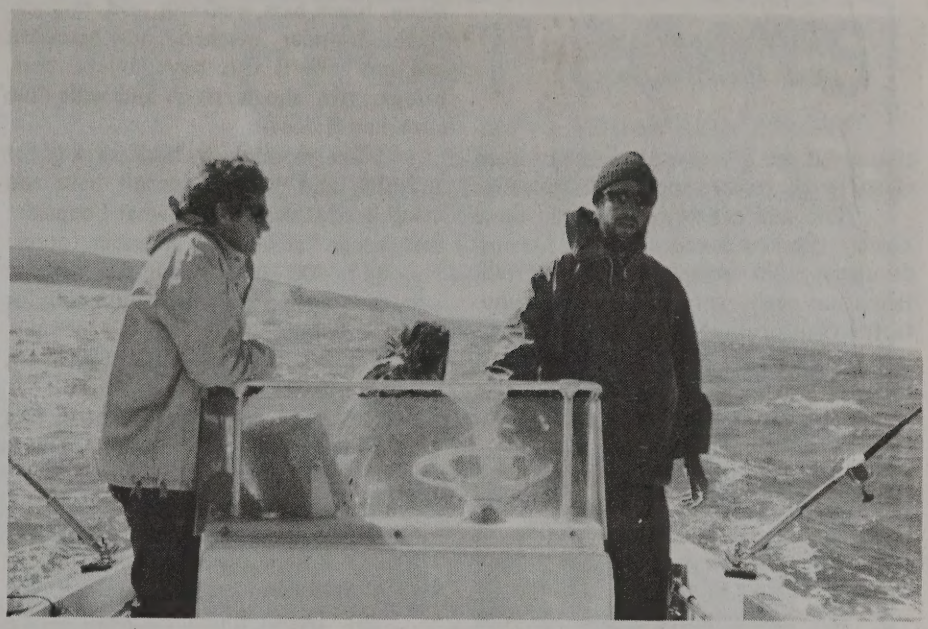
We hit a second double. Two more blues pumped away in the heavy water, resisting our efforts to land them quickly. By the time we had this pair in the box, other, larger boats were plying the rip area. They did not respect our right of way. In the minds of the large, cabin-outfitted charter and private boats, we were not in their realm of consideration.

In matters of this sort, I bend. Even if you win the fight for your proper rights, you lose the fun of the sport. It was late anyway, so we turned toward the harbor. Westward, the sun purpled the sea.

Two days before we had left the inlet and headed east to Block Island under a magnificent sky of blue-white infinity. Bluefish abounded off Rhode Island's southernmost outpost. Giant choppers cracked white plugs offshore ancient rocks. At night, Old Harbor was our resting place for this day's offshore tuna trip, which had ended in the explosion of marlin.

The small bass off the Montauk rocks, and the blues at the point had rounded out the fishing trip as perfectly as this last lap of our journey was closing a perfect navigational circle.

During the 48 hours of this trip our skiff had crossed great waters in the company of luxury cruisers; plugged the crusty shorelines of two states with magnificent and classic bass boats for company; trolled oceanic waters out of sight of land, where a few pale white sport-fishermen criss-crossed toward divers horizons; tied up to an old wharf next to rowboats and aluminum car-top skiffs; played cat-and-mouse with the Montauk charter boat fleet on the edge of a boiling rip; and slipped into Montauk Harbor among bulging pleasure cruisers. We felt like a shark among whales.



Three or four men can fish comfortably all day in a nineteen footer.

Our 19 foot skiff, the "Alou", is a product of Mako Marine, Hialeah, Florida. It is one of the best of a new breed of fishing machines designed to meet the needs of a growing number of sportsmen who want their one and only boat to perform well under a wide variety of conditions.

My first boat was a seven foot rubber life raft. Then came a 12 foot "tin" boat, followed by an 18 foot Old Town canoe. I've used all three on the north shore of Long Island, and the 12 footer has been to New England several times.

The remarkable thing to me is that with the 19 foot Mako I can still fish the same creek openings, marshes, rock-studded coves, and shallow bars I fished in the rubber boat. I didn't really lose anything when I went to the larger skiff. (Of course, I can't put this one on top of my car!)

This is important to me, for a jump to one of the larger, heavier or deeper boats would have made tight inshore work a problem. Thus, without diminishing my ability to work close and shallow, I gained a whole new world of fishing possibilities.

The first big extension which any of the new fishing machines gives you is an ability to take weather. I love fishing Long Island Sound during northerly blows in September and October when the area is full of rangy strings of gulls hovering over schools of surface feeding gamefish. But it was impossible from our 12 foot "FISHDOG". Now, I just have to slow down some. But I get to the fish.

The second extension is range. Very quickly great chunks of water become your fishing grounds. Whereas we would once fish Wading River and Herod Point only in a day's time, it is now possible for us to plug blues off Sunken Meadow at dawn; troll for lunker choppers on Middle Ground at noon; and work for bass at Roanoke Point in the afternoon. Quite amazing. When I'm fishing Montauk, I'm also fishing Gardiner's Island, Orient Point, Plum Gut, The Race, Fisher's Island, and Block Island. (Not all at once, of course!)

Each of the new breed is somewhat different in respect to design. Aquasport, Sea Craft, Whaler, Robalo and Pro-Line each offer features that the others do not. This is an individual choice. But do be wary of poor workmanship in any boat you choose. Before buying any one of them, ask someone who had one for a couple of seasons.

As for hull design, all of the popular boats are quite sound. The deeper the "V", the smoother the ride in heavy seas, but also, the less stable the craft at slow speeds. For the particular brand of fishing I do - which involves a lot of casting - I prefer a severely modified "V" because this design will allow me to stand up in some pretty dusty stuff.

The big design plus of all of the new breed "nineteen footers" (the range actually stretches from 16 to 22 feet) is the center console concept, which gives anglers 360° fishing frontage and 100% manueverability.

(CONTINUED NEXT PAGE)

AL REINFELDER
(New Breed of Boats)

The high decks, which drain continuously, are a blessing. Easy to keep clean; quick to shed spray and rainwater.

You will get wet, though, in these boats. The new breed are boats for outdoorsmen. No cabins, no nothin'. (Well, that's not really true. All of the manufacturers offer an array of canvas goodies. But in 3 years, my bow "tent" has been up only twice. What I really like about it is that when it is rolled up you can put your knees against it for casting.)

Any open boat will douse you with spray. Under most conditions you can adjust your speed and/or bearing to eliminate this annoyance, but windy weather requires rain gear.

Depending on how you rig your craft, these boats can be set up for any kind of fishing the Northeast can dish out. (Hardies may try giant bluefins; brave men will tempt swords; utter fools will risk the great ocean for tile fish; and the rest of us will settle for school tuna, bonito, albacore and white marlin offshore; blues, bass, weakfish, cod, pollock, fluke, flounder, mackerel and blackfish inshore. We'll fish bays, inlets, bars, bridges, rips, shoals, rivers and wide blue stretches of ocean.

I like to think my boat is ready for anything and yet, it doesn't have too many accessories. Here's what I consider basic for an "all-around" nineteen footer:

(1) 400' anchor rode for offshore anchoring when chumming for tuna.
(2) 40 gallon fuel tank. (50 or 60, if you can get it, is better.
(3) Auxiliary outboard motor. (9½ hp OK - 18 hp better.) This is for safety.
(4) Spot light for finding buoys, channel markers, etc. at night.
(5) Removable outriggers of at least 15 feet.
(6) Depth finder for both fishing and navigation.
(7) C.B. Radio for emergencies and fishing information.
(8) Rod holders that can be extended abeam 45° from the horizontal.
(9) Two gaffs. (One big; one small.)
(10) Polarizing glasses (Amber best; grey next best.)

Nice extras are:

(1) Marker buoys for hot spot identification while trolling.
(2) Center rod holder for third rod.
(3) Live bait well fed by pumped water.
(4) Binoculars.
(5) Waterproof gloves for cold weather sailing and for landing billfish.
(6) Goggles for running in rough seas to prevent salt blindness.
(7) A small, battery operated RDF unit.
(8) A good tachometer.
(9) A good ammeter.
(10) Large woolen blanket in waterproof container.

All boats should have the following no matter what their purpose:

(1) An A-1 compass - corrected.
(2) Charts of the area.
(3) First aid kit.
(4) Tools and spare parts for the outboard.
(5) Fire extinguisher.
(6) Knives.
(7) Extra ropes.
(8) Bumpers for docking.
(9) Rain gear for all.
(10) Safety vests.
(11) Fog horn.

When outfitting your rig be sure to supervise the installation work very carefully. I have learned, through bitter experience, that 90% of the problems and breakdowns during the first 2 years of operation result from improper installation of equipment. Watch for the following:

(1) Electrical work: Demand high quality, neat, correct connections of all electrical accessories and ignition. All leads should be clearly labelled. If the bottom of your dash looks like a bowl of spaghetti, you're in for trouble.

(2) Dry location for all switches: Relocate or protect the ignition and every light, pump, and accessory switch to keep them dry. No matter what the manufacturers claim, salt spray will eat the guts out of any electrical switch.

(3) Steering cable installation must be correct: See that the correct cable length is used. Be sure that there is no excessive curvature in the installed cable. Check that the motor turns equally in both directions and that it turns easily. Watch the rubber seal back where the cable links to the motor. If it is loose or comes off easily, have it checked. The main cause of cable breakage is from excessive strain. This strain is mainly due to sharp bends in the cable or from cable "freezing" due to salt deposits or corrosion.

(4) Throttle controls must be properly installed: These controls must work smoothly and without strain. Question any suspected irregularity - it won't go away later. Be very careful that the cables do not have to pass through severe curves. Demand a sure, correct linkage to the engine.

(5) Test props: Get the advice of other owners or test-drive a variety of propellers to obtain the greatest efficiency for your particular hull.

(6) Check all assembly details: Errors in mass production, such as loose screws, missing hardware, sloppily attached elements, etc. can often be caught by careful visual examination. Make this examination before taking your boat away from the dealer's lot.

It is best to test run your craft near the boat dealer who sold and outfitted it. Don't expect perfection on your first run. Too many guys bring down their gear, lunch, families, dogs, etc. when the dealer says the boat is "ready" only to spend the whole day in Woodcleft Canal, or some place like that, waiting for help in getting the throttle unstuck from the steering wheel, or trying to figure out why the boat is sinking. (You left your bottom plug out!)

Plan your new craft carefully. The new breed of fishing machines are unbeatable - once you've got everything together. ■

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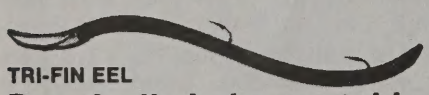

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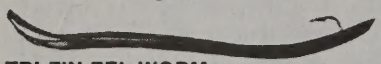

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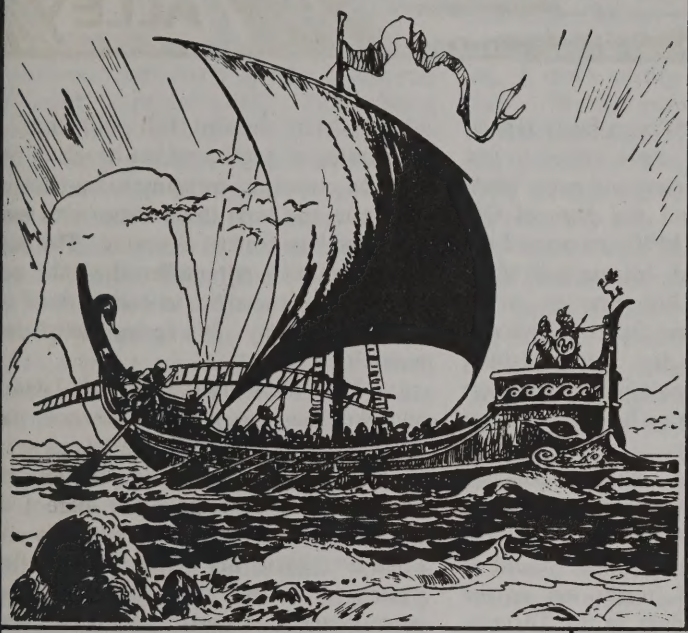
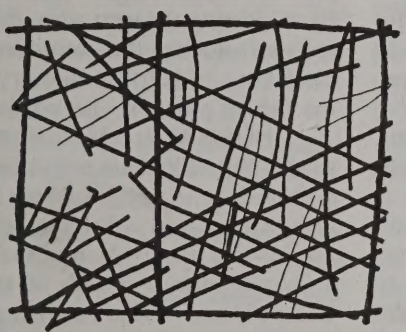


A REAL OLDIE WAS THE SKIN COVERED CORACLE IN USE BY MESOLITHIC MAN AROUND 7500 B.C. CANVAS COVERED CORACLES ARE STILL IN USE ON THE WEST COAST OF IRELAND AND RIDE SAFELY ON THE LARGEST OCEAN WAVES.

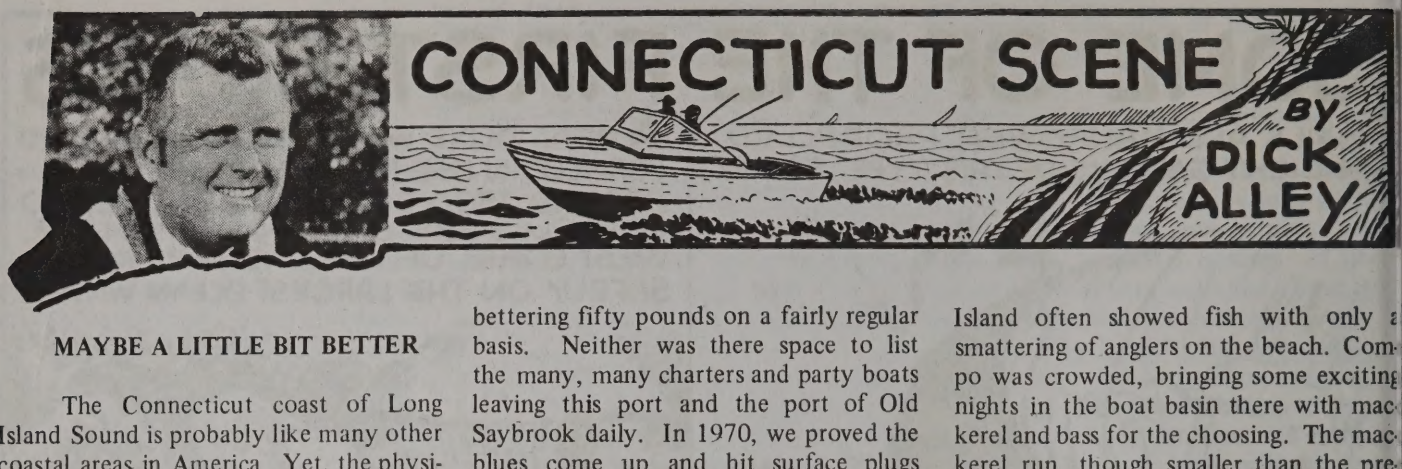


A TYPE OF NATIVE NAVIGATIONAL CHART USED IN THE SOUTH PACIFIC AS EARLY AS 1000 AD.

FOR CENTURIES THE POLYNESIAN NATIVES IN THEIR OUTRIGGER CANOES TRAVELLED THE SOUTHERN SEAS AND STEERED BY CAREFUL CHARTS MADE OF GRASS BLADES AND STICKS.

DEVELOPED BY THE INDIANS OF NORTH AMERICA, THE BIRCH BARK CANOE SERVED THE EARLY SETTLERS. ITS MODERN COUNTERPART IS STILL A SWIFT AND SAFE MEANS OF TRANSPORTATION.

BY FRED GUARDINEER



MAYBE A LITTLE BIT BETTER

The Connecticut coast of Long Island Sound is probably like many other coastal areas in America. Yet, the physical difference between the Connecticut shore and the Long Island shore continues to amaze me every time I venture across this big salt water pond we enjoy so much.

I'm sure Long Islanders aren't sold short on their fishing pleasures. In fact, it wasn't too many years ago that Nutmeg Staters in search of bluefish found it mandatory to cross the Sound. I'm aware that Eaton's Neck is a late fall gathering spot for stripers, that probably goes unequalled in this area.

Yet, Connecticut does have some fine fishing to offer. The Norwalk Islands, reefs like Penfield, Bedfords, Smiths Ledge, Green Ledge, Charles Island, The Captains', Hen N' Chickens, all yield many fish each year. The rivers, Norwalk, Saugatuck, Housatonic, Ash Creek, Pine Creek, the Thames, and others, enjoy excellent reputations as fishing spots.

Harbors, launching areas and marinas are a bit more congested and, I might add, convenient.

Connecticut anglers enjoy those first March flounder as well as late fall bass. Blackfish seem to favor our shoreline and we even go "ga-ga" over an occasional good run of smelt.

The past few seasons, we've been privileged to enjoy exceptional bluefish runs, extending up and down the shoreline. Striped bass records have been broken with the entry of the bunker-dunking method. All in all, I'd say we Connecticut Yankees fish as good an area as you'll find anywhere in the east, and maybe just a little bit better.

NEW LONDON: I had the opportunity to enjoy one unforgettable day of fishing at The Race with "Scorpion" skipper, Larry Hample early last season, but the one article I wrote concerning this, the Capitol of bluefishing in the east, couldn't do it justice. The Race is worth an entire novel. There wasn't room to mention the fantastic night fishing for stripers, which produces catches bettering fifty pounds on a fairly regular basis. Neither was there space to list the many, many charters and party boats leaving this port and the port of Old Saybrook daily. In 1970, we proved the blues come up and hit surface plugs when Ed Boland, Bob Stanley and I guested on Connecticut fisheries biologist Joe Piza's boat for a day. Come to think of it, many of the boats fishing the Race are New York registered boats, so it must be a pretty good spot.

NEW HAVEN: Bluefish found a home in New Haven waters last season. They socked in off Savin Rock, hung around the breakwaters, were found at the Lighthouse, and finally ran up the rivers, and banged plugs at the Thomaston Bridge. It was a fantastic season for New Haven anglers. A few scored well with stripers, but the choppers overshadowed all other fishing. Blackfish made an excellent early season showing, and flounder were larger here than in the lower part of Long Island Sound.

BRIDGEPORT: Bridgeport anglers fish waters from Westport to New Haven, and there are seemingly enough fish to support even this large industrial city. Remember all those big stripers we reported caught off of Fayerweather Light? How about the hundreds of blue fishermen lined along the walls at St. Mary's By the Sea and Seaside Park every morning and evening? Pleasure Beach was another surf spot drawing dozens of anglers daily. This doesn't account for the boatmen, who cruised out to Buoy 20 off Stratford, or the waters around Charles Island, and out to Middleground. Then there's the mouth of the Housatonic River in Stratford, so productive for stripers, blues, and last year, a discernible run of weakfish. Penfield Reef was a day of catching blues on feather-light tackle for me, and trophy-sized fish for many others throughout the season.

WESTPORT: The old home town was so good that few localities left it for better grounds. Bedfords Point rated low as far as bass were concerned, at least in comparison to other years, but that was the story in many places. Burial Hill offered it's annual grand slam at the blues, and Nick Curcione and I were lucky enough to get in on it. Sherwood Island often showed fish with only a smattering of anglers on the beach. Compo was crowded, bringing some exciting nights in the boat basin there with mackerel and bass for the choosing. The mackerel run, though smaller than the previous season, seemed to center itself off Westpot's Buoy 24 again, delighting many local anglers.

Then there are the Norwalk Islands and Westport can claim Cockenoe, part of Sprite, and part of Goose Island in it's territory. Cockenoe Island probably ties Sheffield Island at the other end of the chain, as far as fishing potential is concerned. With the Saugatuck outflow passing by the east side of the island, and part of the drainage from the Norwalk River skirting the west edge, the bars and reefs surrounding this controversial island catch tons of baitfish on every tide, and the fishing proves it. Let's move over to:

NORWALK: Most of the islands in the Norwalk chain are in Norwalk, as it should be. Anyone who's fished this area can tell you a different story about his favorite island. Many fishermen have a favorite story for each of the islands. There's Goose, where I caught my biggest bass to date. Deep water borders one side, while at an end, the tide rushes over a small reef, and on the other side, a sand bar juts to the northwest. At the east end, another bar lets the bait pile up with the tide. Chimmons is surrounded by huge boulders, where it's so easy to bend a prop or shear a pin, but then, when you get past the huge rocks, the cut between Chimmons and Grassy offers big stripers in the rip. That was the spot the gang of us waded one night in a forty mph gale, the six of us catching school bass until our arms ached. You can skirt the side of Chimmons and come to Crow Bar running over to Copps Island. There was a day when Charlie Frybarger was giving me a lesson, and we found Norwalker Vic Brasseau anchored there. He'd just run out of bucktails, trying to laul lunker out of the grass in front of the bar. It was the same day we moved around to the other side of Copps, and Del Knapp trolled through, yanking a schoolie from under our noses. Past Ram to Browns Point, where George Nelson took his prize winning 42 pounder to win the Westport

Bass Club contest many years ago, when a fish that size was a real rarity. Finally to Sheffield, and how I love that southwest corner. Ed Stalling and I anchored on the bar on another blowing November night, and released striper after striper there.

Norwalk has much more to offer. The river system has boasted a decent run of smelt in recent years. Tailor blues loaded many a boat when it was too rough to go outside. Calf Pasture Pier, a wise move by Norwalkers to give their senior citizens and youngsters a safe, comfortable place fo fish, is more than that. Biggest flounder in the area are taken here in the early spring, and I personally witnessed a bass of at least 25 lbs. break water a couple of years ago when I was photographing the kid's flounder derby. But last year bunker chunks brought many big blues onto the pier, and a thrill a minute to anglers not used to that kind of fishing.

It was near Greens Ledge Light that Bob Byers and I first tried "bunkering" for blues, and had an extremely successful day. For once, the light spinning rigs were forgotten as we tossed fish chunks over the side, and watched in awe as line streamed off our reels before they drifted six feet.

DARIEN: Actually, I guess it might still be Norwalk, but Fish Island is aptly named. Another difficult spot to fish with it's bit rocks threatening to chip the bottom of your fiberglass boat, but those who know the area, enjoy steady good fishing there.

During the height of the bluefish and striper runs, dozens of boats could be found daily fishing off Collander's Point. I remember the day of the tri-city bass derby two years ago, when Stamford angler Lou Curatella came struggling up the Norwalk boat ramp just before the contest closed, dragging a 50+ pound lunker. It seems he may have been fishing that area on that unforgettable morning.

STAMFORD: Pat Chirillo, master bass angler knows Stamford waters, and while certain areas provide excellent fishing, I can't testify as I've ever fished there. We do know that many of the famous Goo-Goo Eyes lures were tried and tested by designer Leo Cooper in these waters, and what more could you ask from any area.

GREENWICH: Big and Little Captains Islands, the Racing Buoys of bluefish fame, all make this another hotspot for fishing. I best remember Greenwich Cove, and the tremendous early season bass fishing I enjoyed there several years ago. While the park itself is pretty well restricted to local residents, (and this rule seems to become more stringent every year), it's still possible to drop a car-top or launch in some parts of the Mianus River and scoot around to the cove. It's been quite a few seasons since we could really rave about the fishing here, but the memory is still fresh enough to draw me to Greenwich Cove for the first line-wetting of the season.

WESTCHESTER: Having never fished Westchester waters personally, I can only go by the many reported catches which flow into places like Mamaroneck Fishing Station and Playland Fishing Station at Rye Beach. While they may have been a bit undersold as far as bluefishing was concerned in 1971, the previous year was a banner one. Blackfish and flounder didn't dwindle by any means, and stripers were up to par.

The preceeding paragraphs were only a short trip down the line. There were many spots I missed, and almost every spot I mentioned requires more knowledge than just knowing it's there. The stage of the tide may favor one spot, while another may only be good during the dark hours. Be that as it may, Connecticut waters have much to offer the fisherman, whether he enjoys fishing a green crab for blacks, trolling a sandworm for bass, or popping for those fantabulous bluefish.

Connecticut anglers, for the most part, believe in releasing many of our fish. We don't take undersized stripers, or think much of people who do. We try to keep our waters clean, and we hope that visiting anglers will do the same.

Try fishing the Nutmeg State sometime. You'll probably like it.

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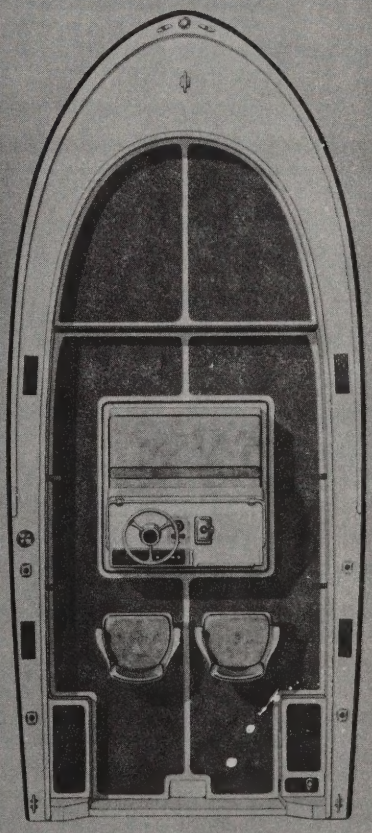

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FISHING REPORT AROUND LONG ISLAND

by GREG BEACHER

MONTAUK

Captain Paul Forsberg, skipper of the "Viking Star," reported that last Thursday, Friday and Saturday they were unable to sail due to poor weather conditions. However, on Sunday wind conditions did improve and they had a chance to go fishing. Anglers on board had a good day's fishing despite the previous three day layoff in fishing. There were 150 cod and pollack caught. The cod ranged from 3 to 30 pounds and the pollack went 8 to 12 pounds. "Fishing for the Montauk area has been getting better, but now we have to contend with the weather."

CAPTREE

Capt. George Tweedy of Captree's "Capt. Scotty" reported that after last week's storm, fishing in general did drop off. Beofre the storm, some large cod were caught. On Sunday only 9 small cod were caught along with a few whiting and ling. Capt. Tweedy said, "Up until now we've had good weather, so we can't complain."

FREEPORT

Capt. Richie Kessinger of Freeport's "Star Stream" reported that as of last Tuesday they were catching a mixture of ling, whiting and mackerel at a good pace. However, due to last week's storm and disturbed waters, mackerel left this area. At the present time, they are fishing east of Ambrose. At this area they are catching whiting up to 3 pounds and ling up to 4 pounds.

ATLANTIC BEACH

Leon Müler of Henning's Fishing Station reported that snow, rain and high winds produced the first unfishable weekend for Atlantic Beach anglers this winter. Last Sunday, not one private or party boat fished or tried to wet a line. To make things short, "Everything is quiet."

SHEEPSHEAD BAY

Last week's weather didn't promote fishing for this port. Up until last Tuesday, party boats were producing excellent mackerel, whiting and ling catches offshore. Over last weekend, party boats from Sheepshead Bay searched offshore areas for action, but for the most part were unsuccessful. With this, party boats turned towards areas east and west of Ambrose Tower. There they caught whiting and ling at a fair pace and moderate catches were achieved. At Scallop Ridge, cod fishing has developed into a hit and miss affair, with most boats missing.

SANDY HOOK

Ambrose Tower is still the answer for party boats from this port. Whiting and ling continue to produce a good day's fishing, that is when they are able to sail. The big if is the dependence upon the weather.

MANASQUAN

Mackerel fishing, for the last four weeks, couldn't be beat for manasquan anglers. Every trip produced excellent mackerel action. To top off this fishing and to add to the day's catch were plenty of large whiting. Last week's storm chased mackerel schools from the Mud Hole area. Over last weekend, party boats tried to relocate the spooked schools of mackerel, however, they were unable to do so. They had to content themselves with the good whiting fishing.

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hooks

by TED NESS

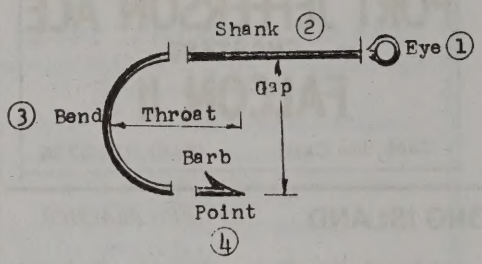
There's nothing like writing an article to make you aware of how little you really know. As a fisherman, I naturally thought I knew quite a bit on the subject of hooks. I not only knew what a flounder hook looked like, but was even able to identify it as a Mustad-Chestertown pattern. I also knew that 3/0 hooks were larger than a No. 3 hook, and that fresh water finishes on hooks did not last long in salt water. Yes, I was pretty smug in my knowledge of hook lore, and I was confident that a little research would make me an expert. Well, at this point, let me say that if ignorance is bliss, I should have been happier than a sea robin in a clam chum slick.

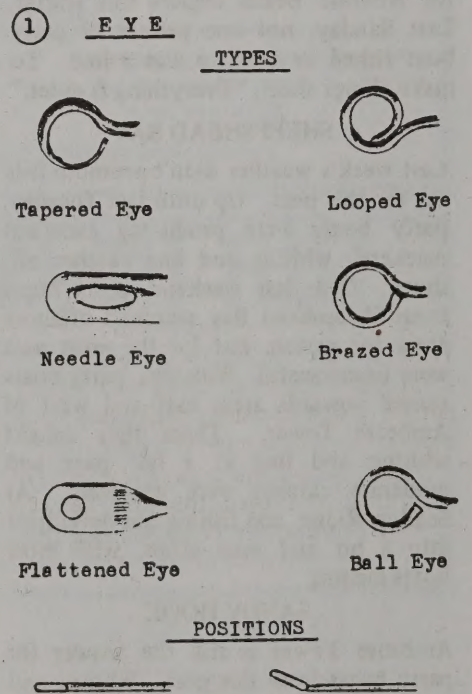
As I delved into catalogs, books on fishing tackle, and the knowledgable mind of a local tackle dealer, my ego was rapidly deflated. The complexity of hook terminology and technology astounded me. A bronze hook made in Denmark about 1000 B.C. at first glance would appear to be almost identical to the modern hook, but minor alterations throughout the ages has produced a complex classification of thousands of hooks.

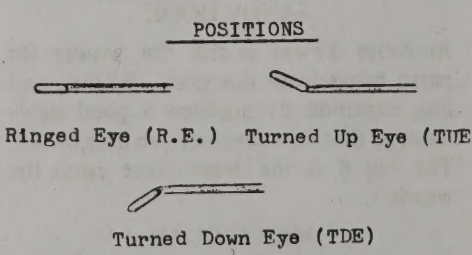
For instance, would it shock you to learn that O. Mustad & Son, one of the world's largest manufacturers of hooks, has developed over sixty thousand (that's right . . . 60,000) different hooks. The expert that I thought I was, could only name about one dozen of them.

You might have to take a real close look to detect the delicate refinements which make one hook differ from another, but slight as it may be, it is there, and was designed for a specific purpose.

Hook nomenclature breaks up the hook into five parts; the eye, shank, bend, point, and the gap. By varying any one of these parts you will have a different hook, so without even changing the bend and gap, you could still have over 1800 variations. Of course, all of these variations would not have a practical application, but you can see how a large number of different hooks could be developed.





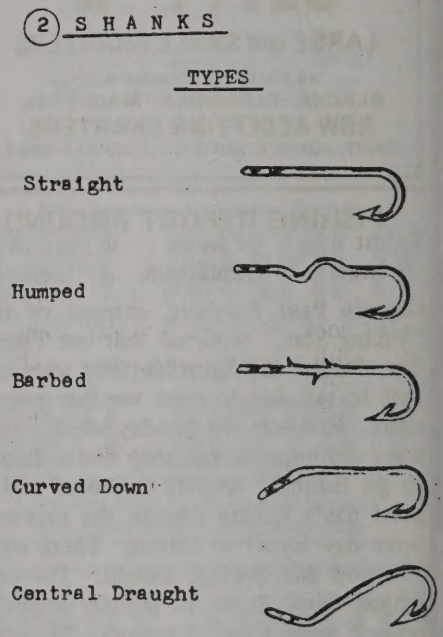


A brief discussion of the hook parts illustrated in this article might give you some insight into their functions.

The eye obviously was developed so that you might easily attach the hook to your line or lure. Some hooks do not have eyes and are snelled by tying with thread . . . in the same manner your guides are attached to your pole.

To form an eye, a simple bend into the eye of the shank does the job quite nicely, BUT . . . unfortunately, what is easy to do is usually just as easy to undo. A strong or heavy fish unbends the eye far enough for the line to slip off . . . and another one got away. Hook manufacturers take care of this problem by also making ring eyes that are brazed or welded shut. More expensive, but even stronger are needle eyes that are forged into the shank. Big game fishermen are strong advocates of this type of eye.

As you can see, it is more a matter of economics, so the choice is left up to the angler.



The shank's primary purpose is to connect the eye and the bend, and on some hooks it is non-existant. To protect the line from toothy fish, and to ease hook removal (especially on toothy fish) the long shanked hook was developed. The shank is often bent to provide better hook penetration, and in some cases, to fill the requirements of lure makers. Also, some shanks are nicked to provide barbs for securing of soft baits.

The bend is really an extension of the shank but holds the unique position of being the part that gives the hook its identity. The manner in which it is bent (or its pattern) is developed and named by the manufacturer and only hooks with this specific bend will bear its name. The bend is what determines the over-all characteristics of a hook, and these characteristics, along with promotion and usage, are what establishes it as a "flounder, fluke, or snapper" hook.

The point is the business end of the hook. Whether it be barbed or barbless it is the part of the hook that determines whether or not you will become attached to your finny prey. Without this point your hook would be put to better us

hanging ornaments on your Christmas tree. The point can vary from a super pointy needle point (used mainly on fine wire fresh water hooks) to a heavy knife edge point which is more apt to be seen on big game salt water hooks. Whether needle point, knife edge, or hollow point, it must be kept SHARP to do its job . . . and believe me, this is important.

The gap, or width of the bend is what determines the size of the hook. (Which, by the way, is not standard, and will vary among manufacturers.) These sizes are denoted by assigned numbers. A number 28 hook is one of the smallest made, and is slightly smaller than this letter "O". As the sizes get bigger, the number gets smaller, until it reaches number 1. At this point the next largest hook is called a 1/0, and continues in this fashion until it reaches 20/0. As far as I can determine, the 20/0 hook is the largest numbered hook made, but there are larger hooks which are usually denoted by their gap in inches (such as the 5" shark hook). Unless you can compare them with a known hook size or a chart, it is pretty difficult to tell a 4/0 from a 5/0, or a 3/0 hook. This is a good thing for it means that the sizes do not differ too much, which gives you a good selection to choose from.

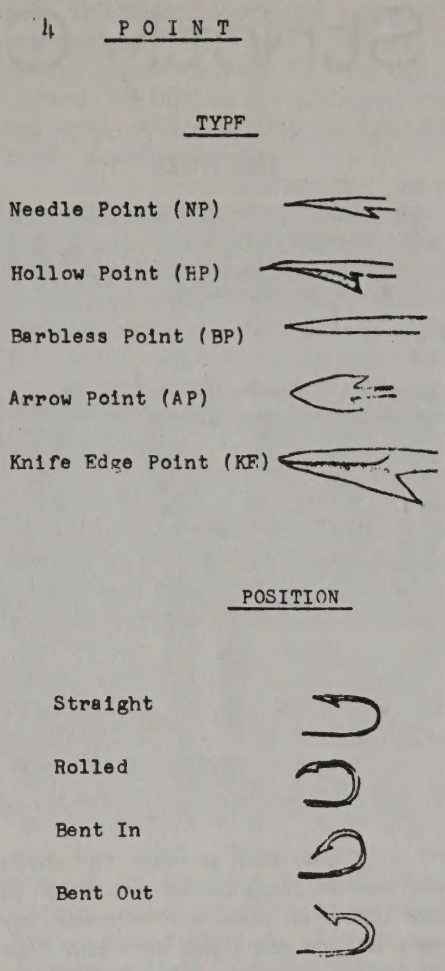
Eye and point position, which alter the pull-angle and therefore the penetration pressure, are also important to consider in determining a hook selection. The hook's finish and the metal it is made of is pretty well determined by the type of water in which it will be used. For saltwater, tinned, goldplated and stainless are recommended if the hooks are to withstand usage and prolonged storage in the tackle box.

In a catalog, or on the label of a box of hooks, you might see the following:

Mustad-Beak hooks Hollow point, forged, reversed, turned up tapered eye, nickelplated, extra short shank, 3 extra strong, one slice per shank.

This description means that the hook(s) have a viking bend, hollow ground point, a point angled to the right(looking down on a hook with the point up), a tapered ring eye which is bent away from the point, a nickelplated finish, a shank length equal to the next smallest hook, a shank diameter equal to a standard hook three sizes larger, and that one barb has been sliced into the shank.

I guess by now you are beginning to see that hooks are not the simple things most fishermen take them for. Of course you don't have to know too much about them if you select all your hooks



packaged with the name of the fish printed clearly on them. What you are doing then is letting a supplier make your choice for you, which may or may not be a bad decision, depending upon how serious a fisherman you are.

Pre-snelled and packaged hooks are convenient and even the pros carry a supply of them, for in most cases they will do the job quite nicely. Why then, you may well ask, should an angler exert himself to develop hook savvy?

For those who fish a lot, it may be a matter of saving some money by selecting and snelling their own hooks, or it may be that they prefer a different or better grade of hooks. I feel that you should know your hooks, for the same reason you should know your rods, reels, lines, and other tackle . . . a smart fisherman is a better fisherman.

The big difference between a "fish just weren't biting today" fisherman, and the so-called "lucky" fisherman is that extra skill and knowledge that is accumulated over a period of time. Rusty, dull or improper hooks are as repungent to a skilled fisherman as a worm is to a dry fly advocate. Learn your trade well and soon you will have even forgotten what the "skunk" flag looked like. ■

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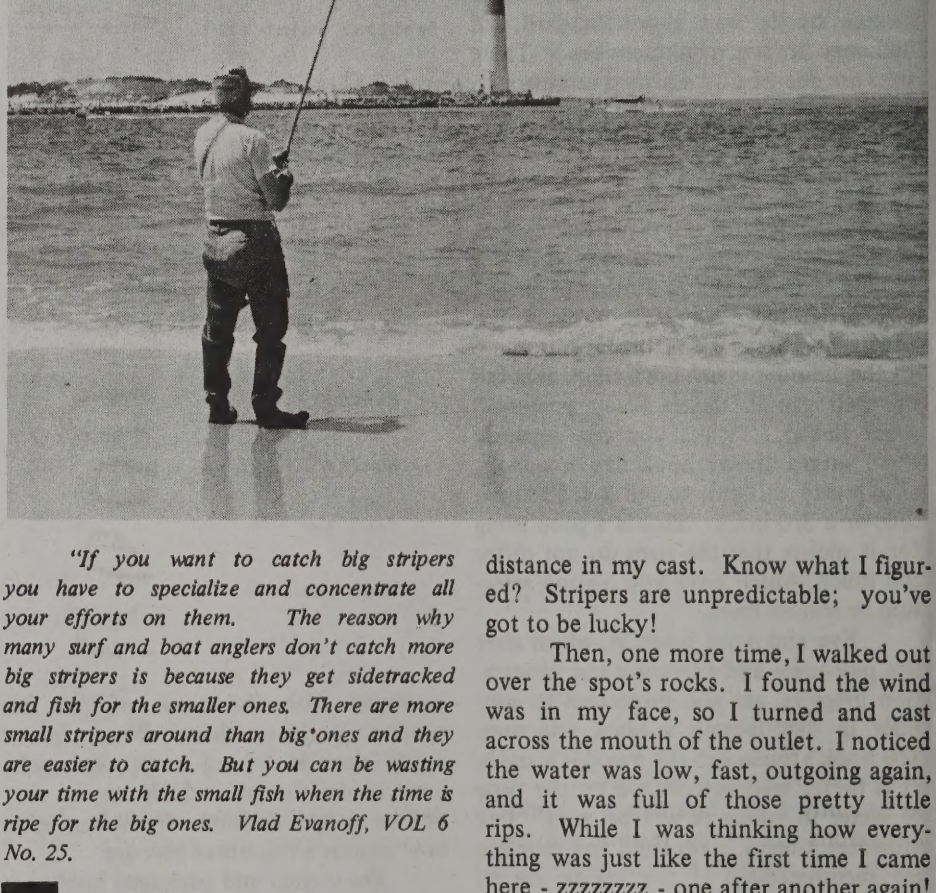
Strictly Casting

by Vince Guaglianone

THE TIDES



"If you want to catch big stripers you have to specialize and concentrate all your efforts on them. The reason why many surf and boat anglers don't catch more big stripers is because they get sidetracked and fish for the smaller ones. There are more small stripers around than big ones and they are easier to catch. But you can be wasting your time with the small fish when the time is ripe for the big ones. Vlad Evanoff, VOL 6 No. 25.

One of the first times I hit into a lot of bass, by strictly casting, was when I just walked out on one of the jetties of a jetty-lined outlet. It was near sundown and I started casting; WOW! One bass after another swirled at my lure. I was surprised at how the tide was almost low and outgoing. Well, it did have a lot of bait. In fact, the outlet was choked with bait. The damned wind blew against the outlet, which forced me to cast across the dumb rips. My lucky lure swung out through the rips in the fast moving ebb. I hardly had a chance to crank the reel, when zzzzzzz — the line was paying out and I was leaning back into another one.

Hot dog! I've found the spot. Being on vacation, I went back day after day (dawn and sunset) and night after night; casting my butt off and only coming in with Kelsey's, even though the wind had turned, now coming from behind me, which gave me that extra distance in my cast. Know what I figured? Stripers are unpredictable; you've got to be lucky!

Then, one more time, I walked out over the spot's rocks. I found the wind was in my face, so I turned and cast across the mouth of the outlet. I noticed the water was low, fast, outgoing again, and it was full of those pretty little rips. While I was thinking how everything was just like the first time I came here - zzzzzzzz - one after another again!

Know what I figured? Low, fast, outgoing, with the wind against it (the wind blowing with the current tends to erase the current's rips) and best at sunrise/sunset. I also found that the same fast, low ebb with the wind against it pays at all jetty-lined outlets, even in the deep night, and sometimes mid-day. That's when I started on a great adventure known as 'Noticing the conditions and learning the beaches'.

Now here are a few things I've noticed about tides: Along most beaches the change of tide means a change of current direction; roughly, rightwards or leftwards along the shore. Ever hear anybody say that many of the best surfmen came from years of fresh-water fishing? (I have.) That's because the fresh-water fisherman uses the currents to present his bait or lure. If you think of the surf as a river, this will influence your casting so that you'll learn more quickly how to work lures, and even how

best with sinkers and bait.

The old rule of "Two hours before the tide's top, and two hours after" is linked to the preference of gamefish for deeper and moving water; and how they don't want to get stranded behind sandbars on the ebb.

However, some beaches are ideal for low tides. The bait is concentrated in the sloughs and holes of these beaches, or at an inlet's mouth, or in the last ebb-rip of the jetty point. Another minor detail is how maybe only at low tides you can reach a rock's rip with your longest cast. (Rock rips are good because a lot of fish are taken there.)

Different types of beaches tend to have different 'best' tidal stages. Tidal stages: when the most bait is present to your cast. You can stumble upon these best tides, or you can learn them. You can also catch fish when there's no bait. Changes in weather can make a difference in the beach's 'best' tide; also, seasonal changes. And a best tide can be influenced by all the other stuff I've been gabbing about in recent articles. (For an example of weather-impact and how being perceptive pays off, read Al Reinfelder's "THE THIRD NIGHT", No. 7, 1971.)

We shouldn't too quickly rationalize about 'bad conditions'. Maybe we're just not working properly the lure appropriate for that time, or for that beach, or season, or even tide. Rebels and that type tend to go with spearing and sand eels. Though you should select your lure or bait based on conditions, you can't confidently pass judgement on a shore's conditions except by testing with lures that you know best how to work; or bait that you can place best on the hook and out there. This is the interplay between a perceptive sizing-up of conditions, and an application of manual skills that requires time and practice for mutual development.

The direction and strength of tidal current determines where you should aim a cast, and how you should work a lure through the water. One example: You know that a channel or a hole is good. Bass lie in such depressions, waiting for the tide to carry bait over. These depressions are good also because they cause rips on the downstream side of them: the rip water begins where the current has just cleared past the depression, or past an obstruction, like a submerged boulder or sand bar. Baitfish even seek out rips to feed on all the churned up sea-stuff in rips. The poor baitfish often find bass waiting for them, even past the rip cause, further down in the rip itself. So where do you want to cast? You want to cast so that the lure, helped by the current, will go over the hole. This means, for example, a diagonal cast upstream of the hole, if the hole is directly in front of you. Or other casts, to cover the rip area downstream of the rip cause. Other casts to the combers behind the whole rip area.

Here's an old exciting tip: As a wave advances, you see the frothy crest. Behind this is the wave's forceful back, "the wall of green water". To this wall you drop your lure, swimming it behind the white advancing crest. Even ignoring tidal current, this basic fish-getting operation works, however, it requires practice. Luck improves when you consider current and incline angle of the combers.

But it's understood that all this attention to tide is needless when you see fish breaking, or birds working, or even if you find baitfish driven onto the sand. When these sights are not given, and you still want to cast, there's always tidal current and rips, unless you still find it relaxing to cast and cast; or you can catch schoolies on light tackle. Remember, you can always use light tackle, especially when the surf is high or long.

A long time ago I started filling up the refrigerator's freezer compartment with bass filets. This aggravated my wife, so we bought a hundred pound freezer; which got filled up with bass filets, which became our duty to eat. After some years, Save Our Stripers got me wise, and I spent a lot of time releasing schoolies after filling my 100 pound freezer. My wife got the impression that I wanted us to sprout fins, so we could swim upstream and do our thing. There, I could release my vince, incorrectly pronounced milt (in case you've read a very funny book recommended by Al Reinfelder recently, No. 2, 1972). So I decided that after May, after the freezer is filled up with school bass filets, which have to get eaten, I would only fish for lunkers, which I don't believe should be eaten (due to progress). I found that being observant helps with lunkers. Though I've not gotten my 50-pounder yet. A stupid obsession, since a 50 couldn't behave much better than, say, a 47 or even a 35. Bass tend to crap out when you let them run. Teen bass are really strong. Big blues are really great, but I have to wait for a 50 before I feel free to fish for baby tarpon in the surf, which might be the cream of surfcasting (?).

If watching the conditions doesn't work the next few years, I'll make a change. After all, in this century, the two biggest bass of 73 pounds were each taken from boats: one by Charles Church, the other by Charles Cinto. So I'll change my name to Charles, Strictly Casting. ■

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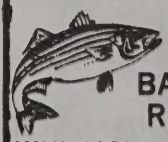

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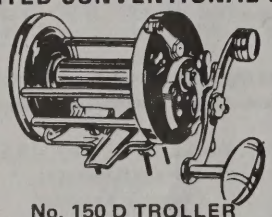

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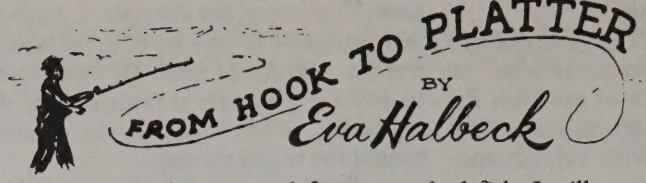

Often, when I have some left over cooked fish, I will experiment with some new dishes, using different spices or herbs than usually. Sometimes lucky, other times, "Oh well, I tried!" With just a small amount of leftover fish, it seems to stretch so far. When there is only a small bass, blue or blackfish in the freezer, not really enough to serve a family of four, it's plenty for either of these two recipes. When you need some cooked, flaked fish, it's a good idea to take a small one out in the morning, or even the day before, and boil or bake the fish up, let cool, and place in the refrigerator. When cold it is much easier to flake and remove skin. One recipe which we enjoy has an Italian flair, the other Oriental. Try them - you might be surprised!

FISH TETRAZZINI

- 2 or 3 cups cooked rice or ½ pound spaghetti
- ½ cup milk
- Pinch of nutmeg
- 1 cup or more cooked, flaked fish
- 1 package frozen peas
- 1 can cream of mushroom soup
- 2 or 3 tbspns.sherry wine (if desired)
- Salt and pepper to taste
- ½ cup grated Parmesan cheese

Cook peas according to package directions. (Set aside) Meanwhile in a large sauce pan, over low heat, combine soup, milk, sherry, salt, pepper and nutmeg till blended well. Lastly, gently fold in drained, cooked peas and fish. In a casserole or ovenproof dish, place cooked rice or cooked spaghetti. Pour entire mixture over and sprinkle with Parmesan cheese. Brown lightly in moderate oven.

****

CURRIED FISH

- 1 medium fish (bass, black or blue)
- 1 tablespoon salt
- 1 cup water or fish stock
- 1 teaspoon curry powder
- 1 cup water (or just enough to cover)
- 1 tablespoon minced onion
- 2 tablespoons peanut oil
- 2 teaspoons flour
- 1/4 cup milk

Clean fish and remove head, boil for 5 to 10 minutes in 1 cup water to which 1 tablespoon salt has been added. Drain and set aside. Fry onion in peanut oil till golden, add flour which has been mixed with 1 cup water or fish stock. Cook for a few minutes and add curry powder and boil gently, stirring constantly to avoid lumps, until gravy thickens. Add milk and continue to boil for several minutes longer. If too thick, add a little more liquid. Place fish on warmed platter and pour gravy over. Serve with cooked rice. If you have a large platter, arrange rice around fish and garnish with chopped parsley, water chestnut or cooked pea pods. Those frozen Oriental vegetables go very well with this dish. This can be made ahead and kept warm in the oven. I would, however, recommend for not too lengthy a time as you wouldn't want the fish to dry out.

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DON'S VIEW

At both the State Department of Environmental Conservation's speak-outs held at the Town of North Hempstead's Town Hall in Manhasset last Monday evening, and again on Tuesday afternoon, I was pleased to hear many comments reflecting the concern for our environment. Specifically, I was impressed by a report of The Roslyn Environmental Association read by Nina Geiringer, chairman of the association. A part of her report read as follows:

"It seems that the Town wants to invite industry into the Sandpit area which encompasses hundreds of acres. This has been fought in our courts for years on the grounds that the Town had no master plan. But last week the Town won anyway. The Supervisor welcomes the increased revenue that industry would provide (overlooking new problems of sewage, sanitation, air and water pollution) and announced in the newspapers an idea to fill in the upper end of the harbor. This would provide easier entry and exit for the approximately 3000 cars per day that would travel to and from the Sandpits.

"We must stop equating unlimited industrial and population growth with progress. If, for instance, the industry in the Sandpits becomes reality how will we house the people that work there and how will we deal with the heavier environmental burden."

I was impressed with this report because it dealt directly with the problem in Hempstead Harbor, but is typical of the situation throughout the Island.

My own report at Tuesday's speak-out was carefully prepared as not to be repetitious of others. Some of what I presented goes as follows:

"We are all well aware of the ecological damages that the existing power utilities, public sanitation facilities, and private enterprises are contributing to our environment. Regardless of the proposed improvements that are intended to correct some of these dangers, action is needed immediately to curtail pollutions regarded as everyday occurrences. Realizing the financial difficulties that could arise by suggesting the D.E.C. law enforcement officers make every day, around the clock, inspections of all existing facilities, I propose that the State move immediately to deputize as officers strategically located employees of all suspected polluters, and I certainly do not mean employees that hold management positions. I realize that such a program could have secondary effects, such as job security, job advancement and prejudice feelings. However, labor unions have managed to overcome such obstacles and presently employ the use of their members as overseers to protect their interests. I see no reason why we, the public, should accept less.

"It is also my opinion that the proposed environmental plan must include a revamping of the State's Fish and Game Laws, especially those that pertain to the Marine District. I do not think it a preposterous idea to extend the State's jurisdiction to the limits of the Continental Shelf. Naturally, I would expect the Federal Government to do likewise. I firmly believe that both the State and Federal Governments must enact catch-quotas on all species, inshore and offshore, whether they are taken by sportfishermen or commercial fishermen. (While on this subject, I would also ask you to bear in mind that our pollutents have a dire effect on fishes the world over, and it is quite feasible that one day, litigations might be enacted by foreign countries or even neighboring states to correct them or make financial restitution.)

"My impartial feelings, which are sure to come under criticism by the sportfishing industry and the recreational fishermen, to whom I owe my livelihood, also direct me to support the licensing of all fishermen, inclusive of sport, commercial, foreign and some aspects of the industry which at present are not.

"These monies should be used to expand the existing Marine District's D.E.C. Department, which will then afford them the means to better regulate our fisheries. A portion of these fees must be alloted to an educational program, directed at the non-using public as well, to insure that both industries are allowed to survive. This will help to forestall any action by well-meaning citizens, under the auspices of conservation, to stop the harvesting of fish and game because of whimsical ideas, and by no means should these monies be used otherwise. New regulations should include catch-quotas, net sizes, species age, methods and marketing.

"While a considerable portion of the fish kills recently occurring in the marine waters of this State can be attributed to the low dissolved oxygen content of the water and other transport pollutants, a significant amount of fish deaths can be attributed to outright gluttonous behavior and unregulated techniques by fishermen. However, I defend the right to harvest any prolific species, such as the menhaden, by any interests, so long as all the aforementioned suggestions are followed."

Perhaps you take issue with some of the things that I and others said. That's fine. But then why weren't you there to present your own ideas?

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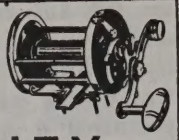

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These 9 cod, largest 18 lbs., were caught by fellow L.I.L.C.O. employees, Joe Alco, Jim Lane, and Ray Dunn on the "Viking Star" on January 6th. Of interest during the day were the extra large blackfish caught. The area fished was inner and outer Cartwright.

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ANNUAL DINNER DANCE

The Tournament Anglers will hold their Annual Dinner Dance at the Manor East, Massapequa, N.Y., on February 12, 1972, at 8:30 P.M.

Awards will be given for the outstanding catches of the 1971 season.

Anyone wishing tickets or further information, please call: Otto Reutter at 796 - 1952.

Vlad Evanoff, well-known fishing authority and author, originally studied at Cooper Union in New York City to be a commercial artist. He then worked as an illustrator for several years.

About 30 years ago he became a free-lance writer and being an avid angler he naturally wrote mostly about this sport. His articles have appeared in such magazines as FIELD & STREAM, OUTDOOR LIFE, SPORTS AFIELD, SALT WATER SPORTSMAN, SPORTFISHING, LONG ISLAND FISHERMAN, AMERICAN LEGION, ANGLER'S NEWS, ELKS MAGAZINE, TRUE and many other publications.

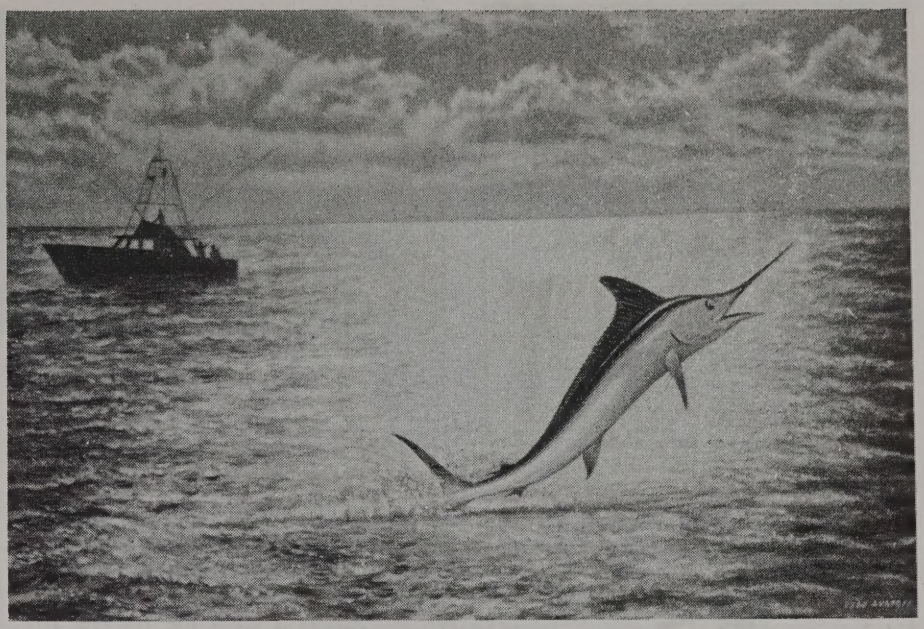
Mr. Evanoff has also written 12 fishing books including such titles as SURF FISHING, COMPLETE GUIDE TO FISHING, HOW TO FISH IN SALT WATER, FRESH WATER FISHERMAN'S BIBLE, FISHING SECRETS OF THE EXPERTS, 1001 FISHING TIPS AND TRICKS an several others.

He illustrated his own books and has also done drawings and contributed sections on fishing to many fishing guides, fishing catalogs, and encyclopedias. He has also lectured at fishing clubs and appeared at Sports Shows. He was featured April 7, 1961 in LIFE MAGAZINE as one of the country's leading anglers.

Mr. Evanoff likes all kinds of fresh and salt water fishing and has traveled to many parts of the country to engage in these and gather material for his books, articles and paintings. He spends his summers in Maine where he has permanent exhibits of his paintings at the Massachusetts House in Lincolnville, and at Gifford's in Rockland.

Recently he has devoted much of his time to oil paintings, watercolors and drawings. Here again, his knowledge of fish and fishing has paid off in authentic artwork showing the many facets of this highly popular sport with millions of Americans.

Now he is being exclusively represented in Florida by the J. George Mayer Gallery at 2809 East Commercial Blvd., Fort Lauderdale, Florida. He has a one-man show scheduled here on March 26 to April 8, 1972 where many of his major paintings and drawings will be shown. Called "FISH AND FISHING" it will feature the most popular gamefish in action. It should interest most fishermen, boaters, skin-divers and others who love the sea, the lakes, rivers and other waters where the colorful fish live in beautiful surroundings. Many viewers of his paintings agree that Vlad Evanoff has captured this action and beauty of the fish, fishing and scenery.



◄ VLAD EVANOFF'S ONE MAN ART SHOW ▲

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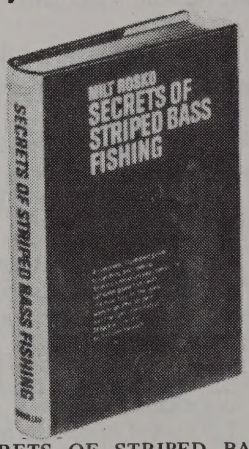

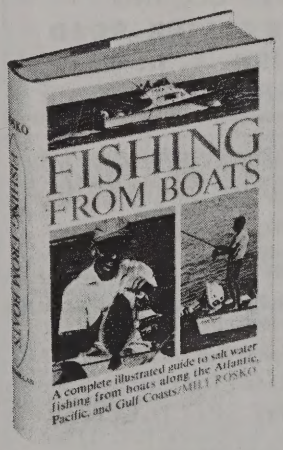
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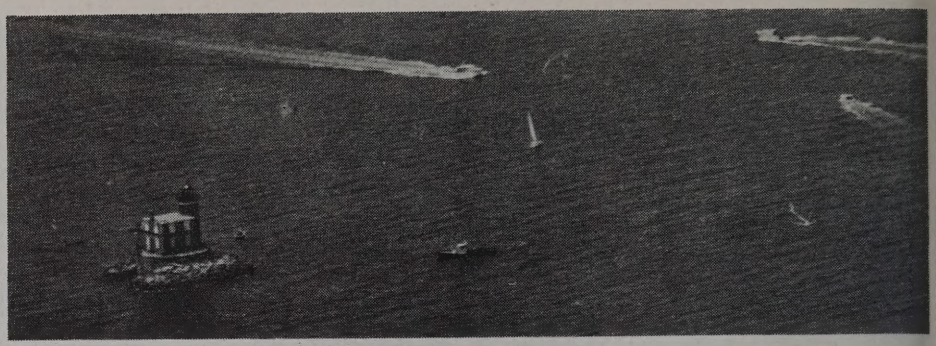

NATIONAL BOATING STATISTICS

The January issue of The Boating Industry magazine, published by Conover Mast Publication, loaded several pages with national survey figures that, as they say, estimate the size of the recreational boating industry at the end of the 1971 season. Compiled for the business-end of boating as a guideline for the 1972 season, they should also be of interest to the public.

These statistics might invite negative feelings as well as the positive stimulant that they were intended for. But this negative view is not for me to take issue with at this time. I relay them only as information. Do with them as you like.

Eliminating most of the report, the following information proved to be of more interest to me:

44,905,000 people boated the American waters more than once during 1971.

32,500,000 individuals went fishing in 1971.

8,981,000 pleasure boats were in use in 1971. Of these, 5,315,000 were outboard powered, 639,000 inboards, 220,000 inboard/outboard driven. The balance were non-powered sailboats and other miscellaneous craft.

7,300,000 outboard motors churned the waters along with 730,000 inboard engines and 255,000 I/O engines.

3,742,000 boat trailers inclusive of home-mades rolled U.S. highways in '71.

16,500 boat dealers, 5,900 marinas, boatyards, yacht clubs and fishing stations did business during 1971.

$3,610,000,000 was spent at the retail level for new and used equipment, services, fuel, insurance, mooring, launching and club memberships.

255,000,000 pounds of fiberglass reinforced plastics were consumed by boating.

$21,000,000 worth of marine electronics went to the boating market.

10,500 marine air-conditioners were sold from 1966-1970.

$362,300,000 worth of outboard motors were sold in 1971.

301,000 outboard motors were in use in metropolitan New York.

8.3% of 5,128,345 numbered boats are registered in N.Y. State.

Metropolitan New York, including Long Island, is by far the greatest buyer of outboards. *DON MILLER*

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BABYLON ROD & GUN CLUB ANNUAL DINNER

Members and guests of the Babylon Rod & Gun Club celebrated their annual dinner-dance and awards night at the Old Country Manor in Hicksville, Saturday night. The smooth and enjoyable affair was handled by Chariman, Frank Egitto. This reporter was an appreciative guest who sat with club president George Dein and had seconds on delicious roast beef.

Fishing awards went to James Vaughn, 16 lb. bluefish; George Panzera, 3½ lb. flounder; Allan Skelly, 45 lb. codfish and Henry Kauffunger's 3-1 pickerel.

50 CAL. BLACK POWDER MUSKET: Joseph Pheffer, champion; 2nd, Karl Lindberg; 3rd Joseph Morisco.

HI-POWER RIFLE: Joseph Pheffer, champion; 2nd, Jerry Reilly; 3rd, Fred Weber.

22 CAL. RIFLE: Henry Kauffunger, champion; Fred Weber, second.

22 CAL. PISTOL: Joe Morisco, champion; 2nd, Richard Ekberg; 3rd, Leon Rosenberg; 4th Raymond Nordmark.

CENTER FIRE PISTOL: Joe Morisco, champion; 2nd, Leon Rosenberg; 3rd, Richard Ekberg; 4th, Raymond Nordmark.

TRAP: 16 yd. champion, William Johnston; Handicap champion, Henry Kauffunger; Doubles champion, Don Burden; Wipe your eye champs, Burden and Kauffunger.

SKEET: 12, 20 and .410 ga. championships all won by Wally Willrick.

FRED GUARDINEER

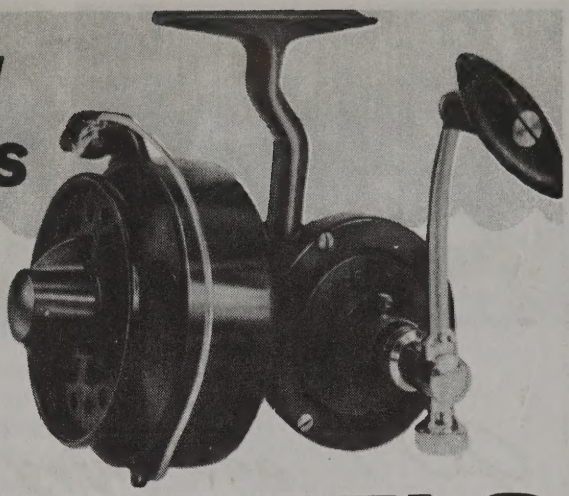
SAFE BOATING COURSE

The U.S. Coast Guard Auxiliary Flotilla 12 of Patchogue is presenting a 12-lession Safe Boating Course commencing February 28, 1972, at the Patchogue, New York, beginning at 8:00 and on each Monday thereafter until the course is completed.

The course will include lessons in piloting, navigation, rules of the road and seamanship and will be of great benefit to the novice as well as those who already have boating experience. It will be taught by members of Flotilla 12 who have had wide practical experience and education on the water.

Persons who are not able to attend the first meeting should call Mr. Senecal at 475-8284 for additional information.

Successful completion of the course will entitle the student to a completion certificate from the U.S. Coast Guard Auxiliary.



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COAST GUARD OFFICERS TO BE SWORN IN

Coast Guard Auxiliary North Shore Division (XII) will have change of watch at Lorraine Murphy's, Manhasset, January 29, 8:00 P.M.

New officers for 1972 are: Captain, Ronnie Baldine; Vice Captain, Frank Farkas; Training Officer, Meredith Borden; Operations Officer, Marcus Valicenti; Public Education Officer, Lewis Kaplan; Secretary Treasurer, Orael Borden; Publication Officer, Lindsay Metzger; Courtesy Examination Officer, Ted Prager; Materials Officer, Ralph Prager; Public Relations Officer, Morton Wax.

Guests present at the ceremony: Director of the Coast Guard Auxiliary, Governors Island, Captain Lipuscek; Ensign John Crawford, Officer of the Director of the Auxiliary; Commodore Ed Nadler, Assistant Director of Auxiliary; Rear Commodore Lindsay Metzger; Dr. Murray Lieberman, Captain of Div. 11; Kurt Krazer, District Staff Officer; and Harold Hertz, Flotilla Commander 13-5.

Division XII of the 3rd Coast Guard District Auxiliary consists of Flotillas 12-1 - 12-9, the area contained within the North Shore of Queens County and Nassau County north of the Jericho Turnpike terminating at the Nassau/Suffolk County line.

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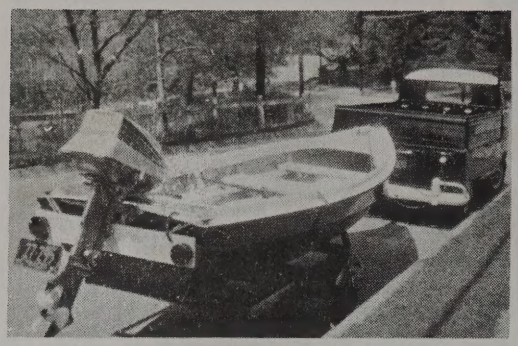
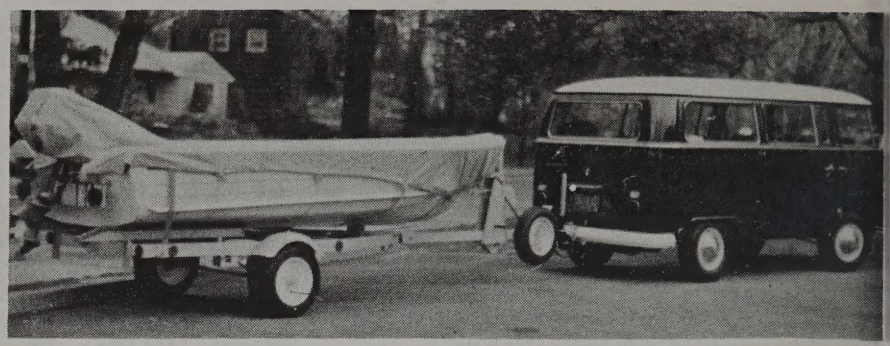


Yesterday's dream



Favorite tin-can

Below: "Old Squaw", queen of an era

GO! and enjoy it

by DON MILLER

Boats? Yeh, I know something about them. I had my very own at the early age of eleven. It was no more than a 9' rowboat that my Dad had salvaged after someone had left it to rot on a vacant seashore. Dad's boats had similar beginnings, as I recall the open-air boat repair station in our backyard that consisted of two saw-horses. Eventually, he managed to keep a two-plank duckboat afloat long enough for us to call it our fishing boat. It was powered by muscles straining on wooden oars until one day an abandoned but submerged "Sea Horse" came our way. I caught my first big bass in that tub, a whopping 12 pounder. Finally, pooling our family's resources, we managed to acquire the "Old Squaw". This was a 16' cedar planked "one-lunger" inboard, designed and built by a local shop teacher. Typical of the bass boats being born in that era, you could row faster than the "Briggs" could turn a prop. But it was our delight. My sister will never let me forget the tub full of weakfish she and a college classmate caught while I, the "Salt", looked on.

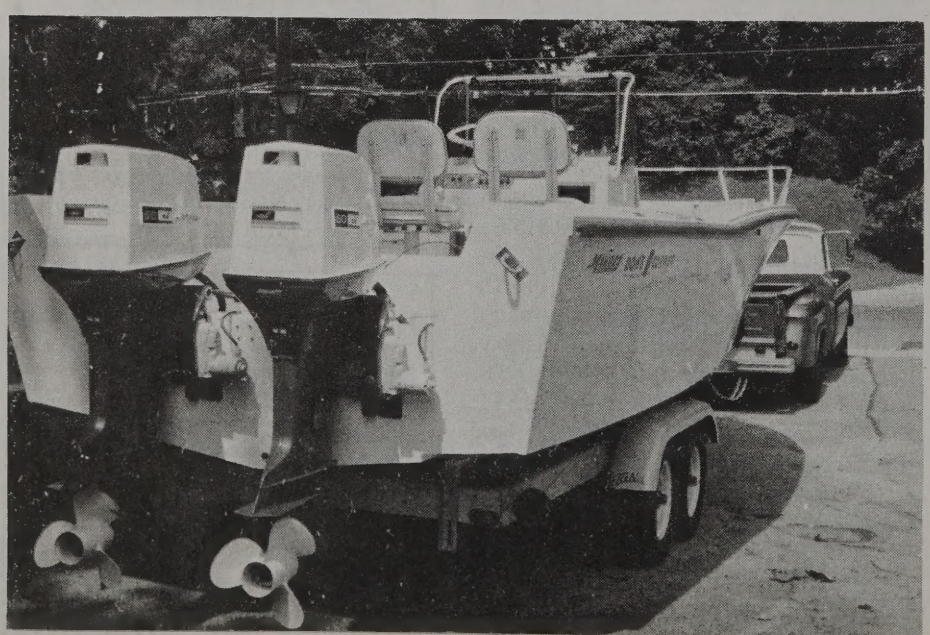
This boat served my family and me until I vanished from the scene to do a four year hitch in the Navy. Adapting well into a program the Navy called small boats, but would classify as big boats to Joe Average, I served out my time as a coxswain on everything they had to offer, from landing craft and picket boats to a 65' tug. Returning to civilian life, boats were a magnet and once again I found myself at sea. At the time of my marriage, which ended my wandering life on the water, I was serving as a mate aboard a 90' electronically outfitted motor sailer.

When I turned to surf fishing, my wife had thought that desire to own a boat had finally bled from my veins and no longer would I be compelled to challenge the blue in anything resembling one. Well, I never bled enough and soon I was bouncing on top of Long Island Sound again in something resembling what I had as a kid. Maybe even a little less.

In the years to follow I came upon a wooden skiff, a fiberglass tri-hull, an aluminum surf boat, a variety of duck blinds, and today's twin outboard powered 22 footer.

While my present boat certainly seems to fill all my needs and is perhaps truly more than I deserve, who knows what tomorrow brings? As my wife puts it, "Where and when will it all end?" That one I can't answer, but for certain there are some that I can.

Throughout this boating career - and I might include fishing as well - I have never found any of it more difficult than simply pulling out a pair of oars, pulling on the starter cord, or twisting an ignition key. Perhaps you feel this is an understatement considering my background. But the truth is, you believe boating to be more complicated because you have been subjected to a bombardment of do's and don't's and an oversell of so-called necessary accessories that makes owning a boat a likeness to a nightmare. (Sportfishing rings this same tune, and I plead guilty wherever I have contributed to it.) Now I'm not suggesting that just anyone, picked at random, can leap aboard any boat and charge out to



Luxury of today

the 20 fathom line. Even I would have some reservations about that one. What I am suggesting is, that anyone truly interested in owning a boat who can keep a level head and an open mind, might, at the least, enjoy a boat of any size in the comfortable sheltered waters that Long Island has to offer.

The Coast Guard Auxiliary and the Power Squadron both offer courses in small boat handling, and these are considered a must for all beginners. I readily agree, however, I warn that you don't build anxieties from the deluge of statistics and information that they supply. Rather, you should accept this training as a confidence builder that will aid you throughout your boating experience. The operation of a boat comes with practice, just as any other skill is learned. Start out slow and easy - and I don't mean only in the boat - and soon you will learn to appreciate your training and be able to apply it. Experience is also a part of building this confidence.

"Keep an eye to the weather." Now there's the one sentence that probably scares the hell out of enough people to make boat manufacturers wonder about production quotas. I can't excuse it either, but I do ask that you accept exactly what it says without fear. The weather should always be respected, but remember the ancient water crafts that transported enough people to homestead the world, some were no more than a log. Storms and rough water may damage many a skipper's dignity, but most of today's boating mishaps are caused by foolish irresponsible owners sailing in comparatively calm waters.

All right, let's assume that you are convinced that boating might not be all that frightening. Then comes the dilemma of buying what boat, what engine, and how much of that long list of accessories that all salesmen pitch. Indeed, with today's marketing practices, it will be necessary to purchase some of those accessories because without them you may have nothing more than a hull and an engine. On the other hand, working with these two basics, how much more do you need to get going? And for all my boating experience, this is exactly how I would attack the problem - what will best serve my immediate needs? The mathematics are simple, you buy only what you can afford. As fishermen, you should already know your limitations. Is it practical to purchase a big overpowered boat decked out with all the latest advancements in electronics, outriggers, baitwells, bunks, head, etc., if time and experience limit you to bluefishing, and the like, for only a few hours each week? Certainly it is not. The uncontrollable urge to own a prestigious fishing boat has put plenty of would-be fishermen in hock for a lifetime. Then they found that they couldn't afford the fishing equipment to pursue what was supposed to be an enjoyable hobby.

An immediate need

Let's look at it from my angle. I enjoy inshore sportfishing, specifically stripers and when I can get to the Florida Keys, tarpon. I caught as many fish each year in all my less prestigious boats than the one I own today. No baitwells, helmsmen seats, rod racks, bow rails, two-tone decks, radios, recorders, direction finders, canvas tops, tachometers, fuel gauges, single lever controls, plus, ever made a noticeable difference. Indeed, I may have been limited to certain areas because of inclement weather or the boat's operating range, but then, that is why I have the boat I own today, Yet, this boat is still far from being fully equipped, according to many other authorities. I did afford myself one luxury that most others may have considered secondary, power tilts for each engine. Aside from the tachometers and hand rails, the boat sports no other goodies. I just can't afford them. I have what puts me on the water and serves my immediate needs. As a matter of fact, I stripped out some of the items that came as standard equipment with my rig. Noticeably absent from my boat are both helmsmen seats and the ice chest. I'm an eliminator, not an adder. A cluttered boat is not my idea of a fishing platform. I will eventually add a radio and recorder I suppose, and nothing will ever deter me from hacking away at the hull as I continue to customize in my own peculiar way.

That "peculiar way" is the key to this entire message. Each of us have different views and ideas, most especially those that are selling boats or those that warn of the hazards. Don't put this burden on your shoulder in one lump. Move slow and cautiously, tackle one at a time. You're a fisherman, think like one. Go out and hook yourself a boat and enjoy it.

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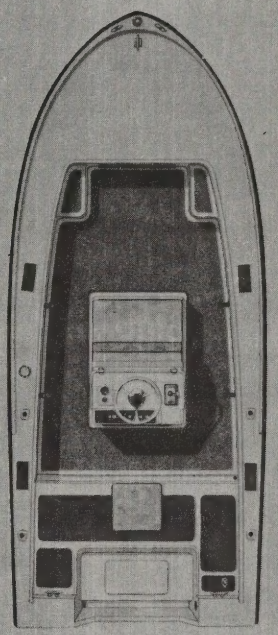
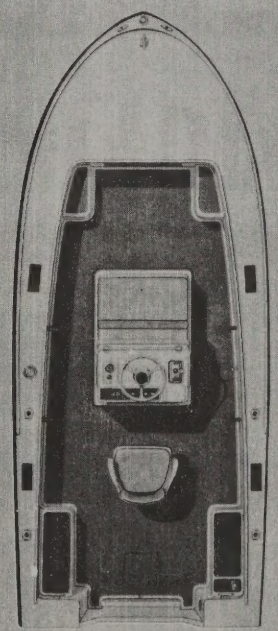
MAKO 17....
designed for the light tackle fisherman....

MAKO models include 17' 19' and 22' outboards and the NEW 23' I.O. in OPEN or CUDDY CABIN models. Write for color brochure, prices and dealer list. MAKO . . .You'll find them where the fish are.





MAKO MARINE

MAKO MARINE, INC.
4355 NORTH WEST 128th STREET,
MIAMI, FLORIDA 33054

TIDES: SOUTH SHORE
SANDY HOOK STATION

DAY	A.M.	P.M.
Thur.	3:42	4:10
Fri.	4:43	5:11
Sat.	5:35	6:01
Sun.	6:22	6:48
Mon.	7:08	7:29
Tues.	7:51	8:12
Wed.	8:35	8:57
Thur.	9:21	9:44

	H.	M.
MANASQUAN	-0	12
STATEN ISLAND	+0	07
ROCKAWAY INLET	0	00
Bergen Beach	+0	29
J.F.K. Airport	+0	26
EAST ROCKAWAY INLET	-0	06
Long Beach Bridge	+0	19
JONES INLET	-0	19
Loop Pkwy. Bridge	+0	25
Zachs Bay	+1	25
Gilgo Island	+2	25
Seaford Harbor	+2	05
FIRE ISLAND INLET	-0	38
West Great South Bay	+2	10
Heckscher State Park	+3	20
East Great South Bay	+3	44
MORICHES INLET	-0	56
Smiths Point	+3	28
Harts Cove	+1	30
Potuak Point	+3	35
SHINNECOCK INLET	-0	50
East Quogue	+2	45
Shinnecock Canal	+1	18
Indian Reservation	+3	05

TIDES: L.I. SOUND
WILLETS POINT STATION

DAY	A.M.	P.M.
Thur.	7:01	8:06
Fri.	8:06	9:01
Sat.	8:57	9:42
Sun.	9:47	10:20
Mon.	10:30	10:58
Tues.	11:11	11:36
Wed.	11:54	--------
Thur.	12:20	12:41

	H.	M.
Little Neck Bay	-0	10
Execution Light	-0	06
Manhasset Bay	-0	01
Hempstead Harbor	-0	11
City Island	-0	03
Rye Beach	-0	28

FISHERMAN'S ALMANAC

GENE KOWALSKI'S

NEW! Complete activity tables

The ACTIVITY CHARTS show the most probable feeding times for fish and wildlife each day, calculated from the relative positions of the sun, the moon, and the earth. A.M. means midnight to noon; P.M. means noon to midnight. PRIMARY activity periods (black arrows) last approximately two to three hours; SECONDARY activity periods (white arrows) last about an hour.

STANDARD TIME ADD ONE HOUR FOR D.S.T.

1972 date mo. day	THU FEB 10	FRI FEB 11	SAT FEB 12	SUN FEB 13	MON FEB 14	TUE FEB 15	WED FEB 16	THU FEB 17
ACTIVITY sun								
ACTIVITY moon								

♦Primary and ◇Secondary ACTIVITY PERIODS

SUN E.S.T.	3:51	4:41	5:24	6:01	6:33	7:01	7:28	7:54
	12:44	1:46	2:55	4:07	5:21	6:35	7:49	9:04
MOON E.S.T.	7:00	6:59	6:58	6:57	6:56	6:55	6:53	6:51
	5:29	5:30	5:31	5:32	5:34	5:35	5:36	5:37

The MOON IN FEBRUARY

Phase

Age

E — Moon on the Equator, Feb. 2, 1:00 P.M.
A — Moon in Apogee, Feb. 5, 8:00 P.M.
☾ — Last Quarter, Feb. 7, 6:11 A.M.
S — Farthest S. of Equator, Feb. 10, 1:00 A.M.
● — New Moon, Feb. 14, 7:29 P.M.
E — Moon on the Equator, Feb. 16, 2:00 P.M.
P — Moon in Perigee, Feb. 17, 2:00 P.M.
☽ — First Quarter, Feb. 21, 12:20 P.M.
N — Farthest N. of Equator, Feb. 22, 10:00 P.M.
○ — Full Moon, Feb. 28, 10:12 P.M.

ADD 6 HOURS FOR LOW TIDE

TIDES: L.I. SOUND
BRIDGEPORT STATION

DAY	A.M.	P.M.
Thur.	7:21	7:57
Fri.	8:17	8:48
Sat.	9:05	9:34
Sun.	9:53	10:18
Mon.	10:35	11:01
Tues.	11:19	11:43
Wed.	--------	12:03
Thur.	12:26	12:48

	H.	M.
Lloyd Point	+0	08
Cold Spring Harbor	+0	08
Bayville Bridge	+0	13
Eatons Neck Point	+0	03
Northport Bay	+0	03
Norwalk Islands	-0	10
Smithtown Bay	-0	03
Cranes Neck Point	+0	05
Port Jeff Harbor	-0	03
New Haven Harbor	-0	08
Mount Sinai Harbor	+0	08
Herod Point	-0	07
Mattituck Inlet	+0	19
Horton Point	-0	20
Truman Beach	-0	42

TIDES: B.I. SOUND
NEW LONDON STATION

DAY	A.M.	P.M.
Thur.	5:28	6:07
Fri.	6:17	6:53
Sat.	7:03	7:34
Sun.	7:46	8:17
Mon.	8:32	8:58
Tues.	9:15	9:44
Wed.	9:59	10:27
Thur.	10:47	11:14

	H.	M.
Orient Point	+0	27
Connecticut River	+1	10
Little Gull Island (Race)	+0	12
Greenport	+1	04
Southold	+1	43
New Suffolk	+2	26
South Jamesport	+2	32
Shinnecock Canal	+2	33
Noyack Bay	+2	05
Sag Harbor	+0	59
Gardiners Bay	+0	21
Promised Land (Napeague)	-0	14
Fort Pond Bay	-0	29
Montauk Inlet	-0	25
Montauk Point	-1	13

L.I.F. ON VACATION NEXT ISSUE MARCH 2nd

TO